The Outlook

AUGUST 9, 1922

ENTR'ACTE

AT the breakfast table the Average Citizen looks at the front page of his newspaper. Obviously there is important news. There are headlines that run across three columns. He learns that the newspaper's correspondent in Washington believes that President Harding hopes that the railway executives and the railway labor leaders are expecting a settlement of the strike.

Next morning the Average Citizen turns again to his newspaper; again there is news. This time he learns that the Irish have every reason to believe that they will capture Ireland.

Another morning comes, and once more the Average Citizen finds news. This time it is to the effect that several Senators unnamed and several Representatives unnamed agree that there is every reason to expect that Congress will pass or will not pass the Tariff Bill by October 1.

So it goes. Is it an item about Russia and Germany? Then the eager reader of the newspaper learns that, although nothing has yet been accomplished as a result of the Conference at Genoa or at The Hague, there is every reason to believe that when next Mr. Lloyd George, Prime Minister of Great Britain, meets M. Poincaré, Prime Minister of France, there will come an understanding concerning the German and the Russian problems which will be more amicable than understandings between these two have proved to be in the past.

Or is it the Near East? The newspaper reader again learns that something is about to happen—either that the Greeks are about to take Constantinople or that the Allies are about to prevent the Greeks from taking it.

Or is it the theater? Then the newspaper reader learns that Mr. Augustus Thomas is about to undertake the task of hopefully exerting some kind of influence that will hereafter make the theater a better medium of entertainment and of art.

Thus we have daily presented to us, as we read the press, proof that we are living in an era of hope. All good things are in the future, where they ought to be. And most of the evil things are here, too, where they certainly belong. The good things being in the future, we can press eagerly forward to them. The evil things being in the future, we can always live in hope that they will never happen. Even Mr. Lloyd George when he talks about war does not dwell upon the experience of mankind in the past, but paints a picture of what may happen and what he hopes never will.

Just now, therefore, we seem to be living in a blessed state of transition. What is past belongs to history, and the only news seems to be a record of expectation. A good argument may be framed to show that the *entr'acte* is the best part of the play.

THE PRESIDENT'S LETTER ON THE STRIKES

J. CLEVE DEAN is one of those upon whom greatness has been thrust. Unknown to Mr. Gompers, the unquestioned leader of organized labor in this country, not even appearing in the records which Mr. Gompers found available in Washington, in such Eastern cities as he could reach, and even in the rail headquarters at Chicago, his name, however, is now known to many who would not recognize one out of a hundred names in "Who's Who." Mr. Dean's fame has been bestowed upon him by a letter to him from the President of the United States.

P & A Photos

BEN W. HOOPER

Chairman of the Railroad Labor Board, on which President Harding depends for settling the railway strike. This photograph was taken as Mr. Hooper left the White House after a long conference with the President

Signing his telegram as Chairman of the Railway Employees' Publicity Association, Mr. Dean warned the President that any attempt by him, or any Governor, "to operate the mines or railroads by military forces" or "to draft men into mining or railroad service would be an attempt to establish involuntary servitude." He informed the President that "the American farmer and laborer have come to realize the hostile attitude of the G. O. P. toward them;" and he supplemented this political warning by a warning of a threatened revolution.

Taking this telegram as a text, President Harding wrote a letter in the nature of an address to the country which was made public on July 26. Treating Mr. Dean's "politically partisan references with that contempt which is felt by every good citizen in the hour of deep public concern," the President proceeded to state effectively the fundamental principles on which the Government must stand whatever action it may take in this emergency.

He acknowledged the loyalty of the strikers as American citizens and their right under existing statutes "in declining to work under the terms decided by the Railroad Labor Board or tendered to the workmen by the mine operators of the country."

He denied that any one had "proposed to draft free men into either the railway or mining service, or suggested coercion under military force." The military forces of free America, he said, are used only for preventing lawlessness and violence.

The same freedom, however, which permits men to strike also gives other men the right to accept employment under the terms proposed.

The railway men are striking notwithstanding the legal provision for the consideration of their just grievances; the miners are striking notwithstanding the offer of an agency to make an impartial settlement.

The Administration in standing behind the Railroad Labor Board and in proposing the coal mine tribunal is, so far from resorting to force, resorting to the very opposite. Since the men have exercised their right to refuse the Government's remedy, the President has asked the Governors of coal-mining States to invite the mine operators to

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

resume mining, and to promise the protection which all men have a right to expect in their lawful pursuits. "This protection," said the President, "applies alike to the men on strike who observe ence with men at work and to the men the law and make no lawless interferwho are lawfully at work and entitled to protection by every agency of Government in that work."

"The Government . . . is opposed to all conflict among classes," added the President, and "speaks only for the American people as a whole and the common good of all its citizens."

In closing, President Harding invited Mr. Dean, and presumably every one else, to pass judgment on the refusal of the miners to accept the awards of an able and impartial commission, and invited him to urge the striking railway men to return to work under the decision of the Railway Labor Board and await the action of that Board in giving a free hearing on any question concerning which there is a reasonable doubt.

"These," said the President, "are the ways of peace."

This letter of President Harding's deserves a high place in the history of the progress which America has made and will continue to make in applying the principles of democracy to modern industry.

THE IRISH CIVIL WAR

So far as conditions in Ireland can be pictured from the despatches, the fighting in that distressed country has been changing in form. At first it seemed more like organized riots in city streets and sieges of city buildings. It now appears to have assumed the form of battles, characterized by the advance of one side and the retreat of the other, in the more open country. As July drew to its close the so-called Republican forces under the discreet De Valera, whose theory seems to be that "he who fights and runs away will live to fight another day," were retreating from Limerick and Waterford, and the Free State forces were in control of Limerick. One of the old buildings, King John's Castle, is said to have been destroyed when the Republicans set fire to it.

In one case a battle is said to have lasted three days. This was in County Tipperary.

Everywhere the Free State forces seem to have been gaining ground.

Among the casualties in the fighting is the reported mortal wounding of Harry Boland, who was one of the followers of De Valera, and who carried on for a time De Valera's propaganda in the United States on behalf of the so-called "Irish Republic." He became a public nuisance here by his fanatical appeal to the hatred of Irish-Americans for the British. Now if he dies, he dies wounded, not by an English soldier, but by some Irishman whose patriotism is as unquestioned as his own, and is, besides, mingled with common sense.

It is perhaps fortunate for Ireland that this civil war has occurred. When Ireland settles down to order and progress, if she ever does, it may be just as well that the people of southern Ireland should remember, not merely the contests which they have had with the English and with the people of Ulster, but also the contests that they have had among themselves. The memory of the fighting that is going on now may enable them to think of London and Belfast with less prejudice and animosity and to make them realize that for their unhappy condition the English are not the only ones to blame. This civil war, too, may enable them to understand the price of liberty. Every generation has to learn the lesson over again, and apparently repeatedly, and then does not learn it very well, that liberty is not obtained merely by lifting the hand of the oppressor.

EXPLAINING THE HAGUE

The Conference at The Hague concerning Russian affairs having proved as futile as it promised to be, the British Government has been explaining the failure.

At Genoa, as well as at The Hague, Lloyd George advocated a policy which seemed to condone bad faith with the hope of getting trade. In his words there seemed to be a lack of keen realization of the fact that not even business can be carried on with people whose word is worthless. So Great Britain's attitude could be summed up in a phrase—Let's forgive, forget, and do business. The French, having other ideas on the subject, were treated as obstructionists. Now it turns out that the French were right. Sir Philip Lloyd-Greame, head of the British delegation at The Hague, has in a speech in the House of Commons interpreted the result of these conferences as progress in the education of Russia. He said that the Hague Conference had "brought Russia face to face with actualities as never before." Mr. Lloyd George indorsed Sir Philip Lloyd-Greame's words and said that the greatest advantage from Genoa and The Hague had been the education of Russia in actualities. Some of the delegates to The Hague and to Genoa may find it amusing to note Lloyd George as a teacher on a subject of which he so lately was a pupil.

Every development in this politico-economic game in Europe helps to show how wise our Government was in not becoming a party to the Conference at Genoa.

THE STATUS OF THE SHIP SUBSIDY BILL

Are the majority of the people of the United States in favor of an American merchant marine? That is the question to which the members of the House of Representatives are supposed to have discovered the answer before they return to Washington on August 15. When they left on their recess in the early part of July, it was with the understanding that they would sound out the sentiments of their constituents on this subject, while at the same time they were urged by President Harding to direct attention to the importance of passing promptly the Ship Subsidy Bill so that this country might be in position to compete commercially with the rest of the world.

While proponents of the Ship Subsidy Bill are desirous of seeing the measure which has been introduced in both houses taken up and acted on at the present session, there is much doubt in many quarters as to whether it will be possible, with the other legislation Congress is expected to dispose of before it adjourns, to secure the passage of what is rightly known as the Merchant Marine Bill.

In addition to the numerous political elements which are involved in this question, a new factor has been injected which has added seriously to the complications and which cannot avoid being given consideration. This is the problem as to whether the sale of liquor is to be permitted beyond the three-mile limit on vessels flying the American flag and enjoying the benefits which they will derive from Government aid. While it is declared that the prohibition matter is only a side issue as compared with the broad general aspects of the merchant marine question, it is admitted even by those who are most strongly in favor of prompt action that there will inevitably be much debate on this point when the proposed bill comes up for consideration. Many members who have declared themselves in favor of legislation which will permit the upbuilding of an American merchant marine worthy of the commercial prowess of the United States, and at the same time lift the incubus of a $50,000,000 annual expense of Government Shipping Board operations from the shoulders of the country, will find themselves embarrassed—in fact unable consistently to vote for a measure which will sanction the sale of intoxicants on property over which the Government maintains even partial control.

While the prohibition feature of the Ship Subsidy Bill, therefore, is only one small portion of a big measure, it looms large as one of vital importance because of its great political significance. The

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

FETCH US IN FUEL

(Tempest, Act I, Scene 2)

Darling in the Philadelphia North American

SEE THAT YOU KEEP YOUR INTOLERABLE ROW INSIDE THAT CIRCLE
COAL & RAILROAD LABOR
COAL & R.R. OPERATORS
SAFETY OF THE AMERICAN PUBLIC

THAT DOESN'T SEEM TOO MUCH FOR A GOVERNMENT TO ASK

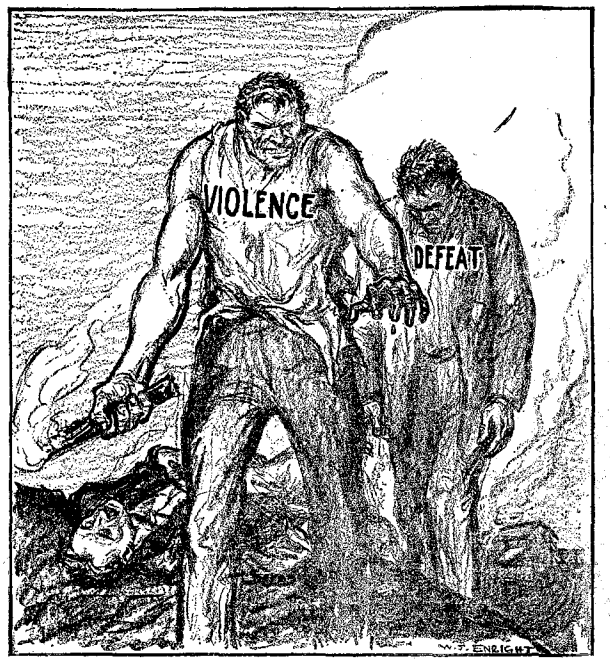
From Dorothea Palmer, Bethlehem, Pa.

Fox in the Rochester Democrat and Chronicle

WHO'S AFRAID?

From Julius J. H. Hayn, Buffalo, N. Y.

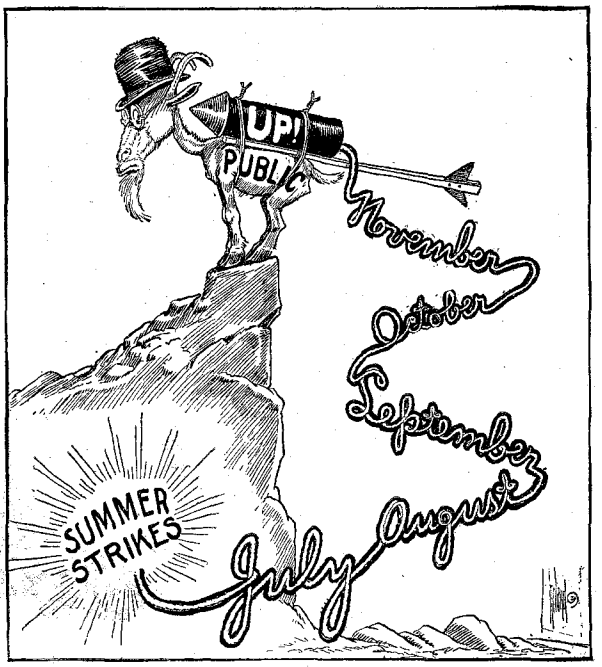
Enright in the New York World



THE FORERUNNER

From Julius J. H. Hayn, Buffalo, N. Y.

Ireland in the Columbus Dispatch



WE CAN HARDLY NOTICE IT, NOW!

From Paul H. Ramsey, Columbus, O.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

is a growing sentiment, therefore, that it will be extremely difficult to push the bill through to a vote, even if it should be taken up for debate by the House, before the fall elections. Members who voted for prohibition recognize that there is only one thing they can do—namely, vote for prohibition at sea as they voted for it ashore.

If the Merchant Marine or Subsidy Bill goes over to the short session which opens in December, it looks as if it would be necessary for President Harding to call a special session after March 4 next if he wishes to push through the merchant marine legislation to which he is so strongly committed.

PUBLIC OFFICE AND PRIVATE SACRIFICE

WHEN a governor is indicted or a scandal develops in a political organization, it is always regarded as front-page news. It attracts a hundred times the attention of such an act as that of Governor Miller, of New York State. He was recently attacked by the Secretary of the New York State Association, Mr. Robert Moses, because, he alleged, the executive department at Albany did not live up to the requirements of law in the matter of expenses. Governor Miller, who has made a very successful effort to cut down the expenses of the State Government, in reply to these criticisms, disclosed a situation which has proved a boomerang to the critics of the Government:

> It is true that my former secretary did incur bills for certain purposes in excess of the appropriations for those purposes. Some of them he had paid himself, and when it was brought to my attention I refunded to him what he had paid and paid the balance myself. It is true that at that time the appropriations for these particular purposes were exhausted, and there was no appropriation for similar expenses for the balance of the fiscal year. The Legislature was then in session. I could have asked for a deficiency appropriation. . . . Now I didn't ask for a deficiency appropriation. I did pay the balance of the bills for the balance of the fiscal year myself rather than to do so. I did that because I had set my face against deficiency appropriations, and I had to observe the rule that I had established if I expected others to do so.

The Governor, rather than stretch the rule which he has laid down for other departments of the State Government, paid into the treasury of the State $8,000. The Governor's salary is $10,000. For Governor Miller, who has devoted a large part of his life to public service, such a financial sacrifice is indeed large.

We do not believe that many people realize how frequently public officials do sacrifice their own interests for the good of the Government. We suspect that the list of Washington officials who make heavy financial sacrifices to further the Government's interests is longer than any one would suppose.

The Outlook is no Pollyanna, but it wishes that the day would come when newspapers would see the news value of work well done. If virtue were only as interesting to the average reporter as vice, we might not worry so much about the growth of crime waves and the prevalence of official corruption.

A LIGHT-BEARING MEMORIAL

MR. WILLIAM PULLIAM has already contributed much to building up friendly relations between the countries of Pan-America. His service as Receiver of Dominican Customs under both Presidents Roosevelt and Harding affords an example of effective international trusteeship of the most valuable character. International faith can only be built up by such faithful acts. Without them words of friendship are vapor.

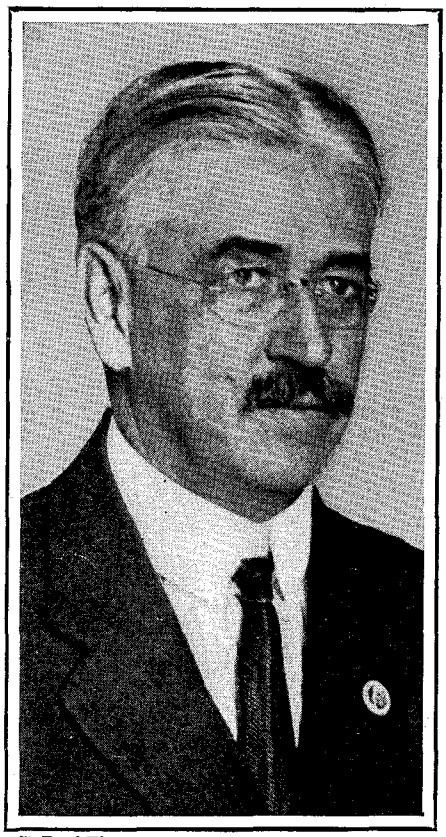
Now Mr. Pulliam has put forward a plan for Pan-American co-operation in a project of more than sentimental interest to all the inhabitants of both South and North America. He has proposed that a lighthouse built from funds collected from our two continents shall be erected as a memorial to Columbus at Santo Domingo.

There has never been a Pan-American memorial to Columbus in which the various peoples of the Pan-American Union have participated.

Santo Domingo is the oldest permanent Christian settlement in the New World; it is the only place in America where Columbus maintained a residence It was the scene of his brief power and control, and also the place of his deepest humiliation—where he was stripped of that power, put in chains, and sent back to Spain. It is the place where he himself requested that his remains lie. The Spaniards appropriately and very affectionately referred to Santo Domingo as the "cradle of America;" hence it would seem to be the logical place for such a memorial, particularly if it takes a practical form.

Italy, the birthplace of Columbus, has practically recognized the authenticity of the remains unearthed in the Santo Domingo Cathedral on September 10, 1877, for in the Town Hall at Genoa, in a crystal urn, is exhibited a portion of the remains obtained in Santo Domingo at the time mentioned.

This project for a memorial lighthouse to the great Genoese navigator seems to combine sentiment and utility in a degree seldom found. It deserves a most general support.



(C) Paul Thompson

GOVERNOR MILLER OF NEW YORK

Who has been forced to reveal the use of his private funds for public purposes

CUTTING DOWN ARMY OFFICERS

THE task of reducing the commissioned personnel of the United States Army is now under way. A large cut, approximately one-sixth of the present list of officers affected, must be made before the end of the present calendar year, in accordance with an act of Congress—the Regular Army Appropriation Bill—approved June 30 last.

A board of army officers, headed by Major-General Joseph T. Dickman, retired, who rendered distinguished service in France during the war in command of the Third Division, has been appointed to perform the weeding-out process. The Board held its initial meeting on July 24, and is expected to complete its task by December 15, two weeks before the time within which the work of elimination must be completed.

As of June 30, the excess in the number of officers in various grades from first lieutenant to colonel totaled 2,149, while in the medical department and chaplains there were 367. While it is not possible now to state the exact number of officers who will actually be eliminated as a result of final selection by the Board, because of the fact that during the interim a number of officers will retire or be discharged voluntarily, nevertheless the Elimination Board will be compelled to recommend the dropping

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

(C) Harris & Ewing

THE PLUCKING BOARD

This is the name given to the board of general officers appointed to carry out the law for reducing the number of officers in the Regular Army. Members of the Board around the table are, from left to right: Brigadier-General A. W. Brewster; Major-General M. W. Ireland, surgeon-general; Major-General Joseph T. Dickman, retired, chairman; Major-General Henry P. McCain, former adjutant; Brigadier-General Ernest Hinds; and Major R. A. Jones, secretary

of considerably more than one thousand officers. Their task is lightened to some extent by the fact that the law allows eight hundred promotion-list officers in grades from colonel to first lieutenant, inclusive, to be held for absorption or recommissioned in the next lower grade. No such allowance, however, is made for the medical department and chaplains, and all of the excess there must be removed by separation from the active list, including that due to normal losses.

In connection with this drastic cut which has been ordered by Congress there is much discussion in army circles as to the effect it will have on the morale of the force and on its general efficiency and preparedness in case it is called on again to render active war service. Promotions, it is pointed out, will be much slower, officers being retained in the lower grades many more years than at present, so that if suddenly called on to assume greater duties they will be lacking in the required experience. This situation in the Army, it is claimed, cost many extra millions of money and months of time in preparedness of the American Army for the World War.

The selections for retirement and discharge will be based on the official records of officers, supplemented by such additional recommendations and reports as may be received. In the process of making the large reduction required, "officers must necessarily be retired or discharged whose active service would otherwise be continued," says a War Department circular giving the regulations; and so, under the circumstances, these separations from the service will be "regarded as honorable in every way and will not be regarded as stigmatizing an officer or his record."

As there are more than 12,000 officers in the Army and the time within which the Elimination Board must perform its labors is limited, it is assumed that it will have to depend to a considerable extent upon the recommendations from chiefs of the several army branches. The War Department recommends that officers who leave the active list of the Regular Army continue available for military service in emergency, and urges such officers to affiliate with the National Guard or to apply for appointment in the Officers' Reserve Corps.

A SUCCESSFUL MASSACRE

HERRIN, until lately obscure, has achieved infamy. That southern Illinois mining town has become known as the place where murder pays. Turks or Kurds who torture to death defenseless Armenians in order to rule the surviving population with a rod of terror can now enjoy the flattery of successful imitation in America. Perhaps Illinois will have added a word to the language. Nobody hereafter need mistake the meaning of the verb "to herrin."

It was on June 22 that a mob of strikers at Herrin murdered in cold blood a score or so of non-union miners. For fiendish cruelty that mob has had, according to unrefuted reports, few equals. The strikers in that mob were determined that nobody in that region should exercise the liberty of working while they exercised the liberty of refusing to work. So they proceeded to prove that any one who tried to work would be in peril of suffering, not merely death, but also agony. A strike is a form of war; but this was worse than war. The men whom the strikers killed with torture had surrendered. They were not the vanquished in an open though unjustifiable fight; they were the victims of a worse than brutish crime.

And that crime, after more than six weeks, appears now to have been a complete success.

The issue raised at Herrin has nothing whatever to do with the merits of the strike. No matter what any American may think of the strikers' cause, he cannot, if he is an intelligent and decent citizen, be (to use William Allen White's phrase) "fifty per cent" for these strikers of Herrin; he must be a hundred per cent against them. There are means so evil that they can render any cause on behalf of which they are used wholly negligible, for they constitute in themselves an utterly evil cause.

Such a cause is that of deliberate, terrorizing, murderous torture of the defenseless. And it is that evil cause that has apparently triumphed at Herrin.

If free government is to endure, it must provide means, not merely of punishing those who commit such a massacre, but of preventing, by constituted authority, such a massacre from taking place.

Do the people of Illinois propose to do anything about it? If not, do the people of the United States?

This case is a test of the American system of government.

Ordinarily a crime of violence, according to the American theory, is the concern of the community in which it occurs. But when the whole community is so tainted with the crime that the individuals in the community by shielding the criminals—whether through sympathy or through fear—become accomplices shall justice go by default? If so, government itself to that degree abdicates and in its place arises anarchy.

The failure of the county authorities at Herrin, the failure of the State authorities in Illinois, to establish the reign of law is not merely the failure of a county or a State; it is the failure of the Nation. Where men can rule by massacre there is the end, not only of liberty, but of all that is worthy to be called government.

AN URBAN VIEW OF RURAL IDEALS

IT was a maxim of Joseph Pulitzer that no editorial writer was worth his salt who did not find something every morning in the newspapers that made him angry. If the editorial writers for any agricultural paper happened to let their eyes fall upon a recent editorial in the New York "Mail," we suspect that each and every one of them promptly qualified for their daily ration of sodium chloride.

As an example of urban misunder-

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

standing of rural problems we reprint this editorial here in full:

IS A FARM A FACTORY OR A HOME?

At Mr. Morgenthau's picnic former Secretary of Agriculture Houston denounced a "silly notion that we have not enough farmers." He said that "the Nation needs just as many farmers as can produce crops which they can sell to the Nation at a profit."

According to this theory a farmer is a manufacturer and a farm is a factory. Its object is to produce food and sell it at a profit. It would follow that the fewer farmers there are and the fewer crops they raise the higher the price and the more profitable the farm-factory to its owner.

This theory has been recently taught to the farmers. If it is accepted by the farmers, it is well now to consider what the results would be to the farmers themselves and to everybody else.

It would follow that when prices are low farmers would not produce. The next step would be for the farmers to organize and strike. Suppose that any year the farmers would decide that they would not produce more food than enough for themselves and their families to eat. What would become of the rest of us?

The traditionary American idea is that a farm is not a factory, but a home. The distinction between a farm and a factory should be clear. A factory is a place where a man goes to work. A farm is where he and his family go to live. A factory is where he spends a fixed number of hours every day. A farm is where he eats and sleeps as well as works.

From a factory a man gets the means to buy food and shelter and fuel. A farm should supply the farmer with all his shelter, the greater part of his food, and his fuel from the wood lot. It is possible for a farm to supply practically all a man's material wants—shelter, an abundant diet, fuel, ice, and it is not so long since the farm supplied wool, spinning wheels and cloth, and hides for shoes.

Considered solely as a factory, a farmer is at a great disadvantage. He must pay the retail prices for everything that he buys, and he gets only the wholesale price for what he has to sell. If he is a milk farmer and does not raise his cow feed, he pays the retail price for feed and receives about a third of the retail price for the milk. If he is a fruit farmer, he pays the retail price for his fertilizers, his packages, his spraying machinery, and gets only a fraction of the price the consumer pays for his fruit.

If a farm is a factory, the next step will be to consolidate hundreds of farms and have them run like factories, with the farmers as the hired workmen.

We remember reading with silent applause ex-Senator Houston's statement when it was originally reported in the daily press. We see no reason to withdraw that applause because of the arguments of the New York "Mail." An overcrowded profession is not an efficient profession. A large class of hand-to-mouth farmers is no more to be regarded as desirable than a large class of hand-to-mouth lawyers, doctors, or editors.

It seems to us entirely unobjectionable to regard a farm as a food factory. We can see no danger in this to any of the rural ideals which should properly be associated with the farm as a home. We see nothing desirable in the state of affairs in which a man purchasing a farm buys himself only a permanent job. In addition to a wage income the farmer certainly deserves an income on his investment. If the editor of the "Mail" would apply the same argument to his own business, he would possibly see its weakness at once. There is no reason why the farmer should forego a profit on his investment for the benefit of the newspaper man than that the newspaper man should forego the profit on his investment for the benefit of the farmer. The editor of the "Mail" wonders "what would become of us" if our farms should be turned into factories. Possibly if the consequences imagined by the editor of the "Mail" actually occurred the city man might begin to take a real interest in the problem of marketing farm products. The suburbanite might be willing to take a few days off to study the problem of getting in direct touch with the farmer, thereby avoiding the shipments of farm products from rural communities to big cities, and then back again to the same rural communities.

We shall not attempt to answer fully the apparent theory of the "Mail" that the farmer should be given food, drink, clothing, and shelter, and then that the income of his labor should apparently accrue to the benefit of the city dweller. Nor shall we attempt to unravel the system of economics in which it is apparently claimed that the food which the farmer raises for his cattle costs him little or nothing. We shall merely speculate as to the length of time the theories of the "Mail" would endure if their creator could be put in the midst of a July hay field or set to milk a score of cows.

EMERGENCY CONTROL OF COAL

SPECIAL CORRESPONDENCE FROM WASHINGTON

BY WILLIAM P. HELM, JR.

COAL cannot be mined by proclamation; nor can miners and operators, it seems, be coaxed or shamed into performing their duty to the public, even by the President of the United States. Under existing laws, the Government is powerless to force unwilling workmen to work or unwilling employers to negotiate. For all its sovereign authority, it cannot compel a free man to place a pound of coal upon a railway car. As the laws of the country stand to-day, the miner is within his legal rights in refusing to work and the operator is within his legal rights in refusing to negotiate.

The rest of us may be forced into idleness, or close down our mills and factories, or see our personal hopes and savings curl up to the sky in smoke, or face the suffering of a coalless winter. It is all perfectly regular and legal. If we freeze or starve, we may have the dying satisfaction of knowing that, like hanging, our death is brought about in a manner so entirely justified by present laws that no possible objection can lie against it. The miner is within his rights, the operator is within his, and we are within ours; and the Government can search through all the law libraries in the land without finding anything whatever to the contrary.

The Government cannot compel coal production, but there are some things it can do with respect to such coal as is now being produced, and those things are second in importance only to the actual mining of coal.

It can stay the hand of the profiteer from the insufficient production now being brought up from the mines.

It can check the cunning of the coal hoarder.

It can place at the disposal of producing mines the full measure of facility for accomplishing their maximum effort.

It can take the coal, when mined, and distribute it equitably in the public service, so that all may share, in proportion to their needs, in the available supply.

Those things the Government can do. Fortunately, there is a single agency, which the Government may control, capable of being used to work the Government's will. That is the agency of transportation, or, in other words, the railways, for the coal mines are utterly dependent upon cars to haul away coal as it is mined. The Government, by taking over all coal at the mouth of the mine, may send that coal where it wishes; and by supplying producing

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

mines with a full supply of empty cars may increase output to the highest possible amount.

It would seem that, with adequate transportation facilities, the non-union soft-coal mines might be placed on a double-shift basis of operation; but this plan either has not been considered or presents such physical difficulties as to make its adoption impracticable. Could it be done, however, and the present output doubled, the strike would end within fewer weeks than there are fingers on one hand, for the non-union mines have been producing until quite recently more than half of the Nation's requirements. If, by a makeshift, they could produce the entire requirements for a limited period, recalcitrant soft-coal operators and miners alike in other fields would quickly sue for peace.

That, however, is a digression. To revert to what the Government can do is another way of saying what the Government is doing.

Service Orders No. 22 and 23, issued by the Inter-State Commerce Commission July 25, are designed to accomplish all the Government can accomplish, through control of transportation, in softening the deadly blow of the strike and in sending available supplies of coal where they are most urgently needed and will perform the greatest service to the greatest number.

The first of those orders suspends for an indefinite period the right of the shipper to route his shipments, of whatever commodity, over favored roads or carriers, and directs that every pound of freight, from small package to complete car-load, be sent to its destination by the shortest and most expeditious route.

The second order establishes preferred lists of firms and individuals to whose consignments the railways are required to attend before handling shipments to any other firms or individuals. In the order named below these firms and individuals are the consignees of:

Food for human consumption.
Feed for live stock.
Live stock.
Perishable products.
Coal, coke, and fuel oil.

Precedent for the establishment of such an order was created by the Railroads War Board in the closing months of 1917, just before the Government took over the carriers. Priority shipments did not work out well in those days of blizzards and congestion; but the principle was sound, and when Congress came to enact the Transportation Law it placed the power to declare priorities in the hands of the Inter-State Commerce Commission. It was a wise foresight that impelled inclusion of that provision, though it is doubtful if the framers of the law anticipated the industrial crisis of 1922 or anything approximating it.

These great powers, including power to suspend ordinary rulings and practices, were granted to the Commission for use only in emergency. In exercising them, the Commission states in its formal order, "an emergency which requires immediate action exists upon the lines of each and all the common carriers by railroad . . . east of the Mississippi River." After prescribing the five priorities named above, the Commission orders all roads within that territory to give their next best effort to the return of empty cars for reloading the commodities named.

In an Early Issue

Begins

Oscar S. Straus's

Autobiography

"Under Four Presidents"

Every coal-carrying railway is ordered "to furnish coal mines with open-top cars suitable for the transportation of coal in preference to any other use . . . of such cars." Connecting railways upon whose lines there are no coal mines are required to furnish the coal carriers with empty coal cars to "the maximum ability to make such deliveries." The coal carriers are further and specifically authorized and directed to throw the entire amount of their open-top equipment into the coal trade, to the exclusion of all other classes of freight, if necessary.

Coming to consignees, the Commission directs the railways to refuse to accept coal for any firm or individual who during the emergency fails to unload such shipments within twenty-four hours after receiving them. That is to insure a quick return of empty cars to the mines. And then the Commission names five classes of coal consumers who shall be preferred above all others.

The first class on the list is left open, subject to direct order of the Commission. Apparently this highest of priority orders is to be held in reserve to meet individual cases of railways and public utility plants in such desperate straits that only immediate help can avert a shut-down.

The second class is divided into three sections:

First is fuel for railways. At the present time the railways are consuming from 2,500,000 to 3,000,000 tons of coal a week. If they get their full requirements, at the present rate of activity (which, of course will lessen with curtailment of industry), the railways alone would take from five-eighths to three-fourths of all the non-union coal mined.

Next (after a relatively small amount of coal for bunkering vessels) is placed the public utility group, consisting of power companies, electric railway and light companies, gas companies, water and sewer works, ice plants, and hospitals. This group alone, at normal rates of consumption, would take virtually all the non-union coal mined after the railways had been supplied.

Third come the Federal, State, and municipal governments and their institutions—the Army, Navy, public buildings, schools, hospitals, etc. There won't be enough coal to supply the needs of this group in full.

In Class No. 3 the Commission placed the Northwest alone. That section is short now about 10,000,000 tons. In other words, it is that much short of its last year's loadings up to this time. There will not be much coal for this classification if all the other classifications exercise their rights to the full. However, some of the railways and some of the public utilities already have fair-sized individual stocks, so there probably will be some coal left for the Northwest. Not much, however.

The fourth class contains the average man who puts his soft coal in his cellar in normal times and uses it for the furnace. It is not hard to calculate where he stands. He gets no coal—or virtually none. The order undoubtedly will be changed to help the householder if the strike continues. At the present time, however, the householder is busy handling ice and doesn't need coal for immediate use. Besides, about ninety per cent of the householders, it is estimated, have a little coal in the cellar and could get along for a week or two after cold weather comes.

And, as it is obviously unwise in this emergency to have consumers stocking coal now three or four months in advance of its use, the Government is not trying at present to put coal into private cellars. There is time enough for that, and that will certainly be taken care of in time.

Class Five, last of the lot, takes care of all other consumers. That is where the factory or mill owner comes in. He will go out as he comes in, too, during the remainder of the strike—without coal. Not that the Government does not want him to have coal, but that there is not enough for everybody, and the Government figures that the railways, the public utilities, and so on, have the more urgent need and should be supplied first.

In addition to the Commission orders, a Presidential Committee is functioning. That Committee, through control of cars, can absolutely throttle profiteering and prevent hoarding.

Thus comes a coal rationing programme in midsummer. It is with us now, and will be for a time. The snow will lie deep upon the ground before

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

those orders are lifted. Winter will come and pass and spring will come again, and probably find us still upon a ration of coal. The months will surely lengthen to a year before we know the end of the coal calamity of 1922; and unless mining is speedily renewed New Year's Day of 1924 will find us still reaping our sorry harvest from the seeds of indifference we have been sowing in the spring and early summer of the present year.

FROM A MINER'S POINT OF VIEW

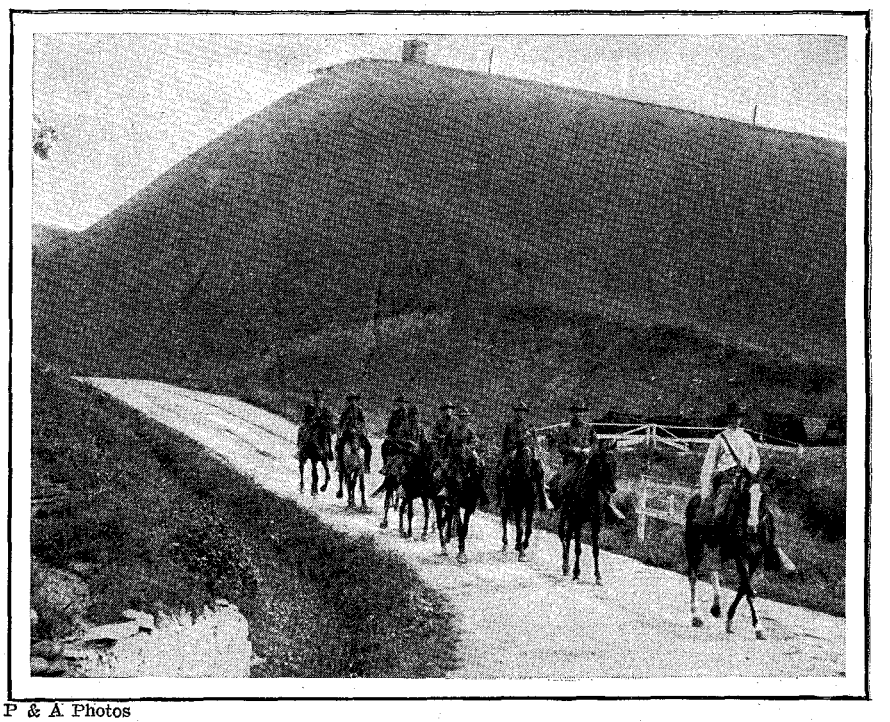
BY FRANCIS PRIDEMORE

A LARGE number of kind and worthy people who are obliged to form their opinions about the rights and wrongs of this strike from the newspapers are inclined to think that the miners' attitude towards the operators is the attitude of spoiled children towards their parents. They regard our refusal to go back to work as ungrateful. In this article I want, if I can, to make people understand why we miners cannot help feeling strongly, even bitterly, against the operators; and why, even although we individually may by no means uphold all the union does nor whole-heartedly indorse its methods, yet in such crises as this we are almost universally loyal.

I was thirteen years old when I first started to work in the coal mines. The mere fact that I was allowed to work without being asked any questions about my age shows that the field was non-union. I started in as a trapper. My job consisted in sitting on a stool behind the trap-door between the track and the coal. Here I sat until I heard the cars coming, when I got up and opened the door to let the driver through and shut it behind him. Then I sat down again until I heard him whistle as he returned with the empties, when I repeated the performance. The length of my day was eight hours, and I received $2.25. The work, though very monotonous, was not too difficult for a boy, nor were the hours too long, though they seemed to drag out endlessly as I sat in the dim flare of an oil light. The chief trouble was the danger. One day in March, after I had been working there for some months, three three-ton cars ran through the trap-door, knocked me across the track and broke my leg. It was seven months before I was able to work again.

When I recovered, I did not go back to trapping. I was given a job driving a mule for $4.25 a day. This work was easier and more interesting than trapping, nor was it so dangerous. I worked at this for six months, and then I started in as a full-fledged loader with my elder brother. Thus began my mining career. This was in West Virginia, near Logan, which has recently been so prominent for trouble over organization. Since then I have mined in union and non-union fields in Virginia, West Virginia, and Kentucky, and in union fields in Ohio and in the anthracite regions in Pennsylvania.

In all my thirteen years' experience in the various districts I have worked in only two fields where I felt that the operators were giving their men a square deal—where they seemed to regard us as human beings, and not as rather cheap machinery. Both of these are union fields. The first is near Russell Creek, in Virginia, and the second is in the hard-coal district near Wilkes-Barre. In these two fields there is excellent co-operation between the operators and the union, which goes to prove that organization does not mean increased friction between men and company unless the company is deliberately exploiting the men.



P & A Photos

PENNSYLVANIA TROOPS MOVING INTO THE ANTHRACITE MINE AREA

"I asked," says President Harding in his letter on the strikes, "the Governors of the coal-mining States to invite mine operators and mine workers to resume their activities, and to promise that to which every man is entitled, namely, protection in his lawful pursuits"

The first cause of bitterness is of course the question of wages. I am aware that few people will believe me when I assert that we would be willing to work for smaller wages if we did not feel that the operators' one aim is to pay as little as possible while getting as much work out of us as possible, but such is the case. Against this attitude on the part of the operators the union is our only defense. I hold no brief for the union. It is far from perfect and it has numerous traitors and fools among its ranks, but, faulty as it is, it has been a power for good. I am perfectly willing to admit that there are good operators as well as bad, but not even the most sanguine of their upholders will maintain that they, of their own free will, would have brought about the existing improvement in wages, working conditions, and hours.

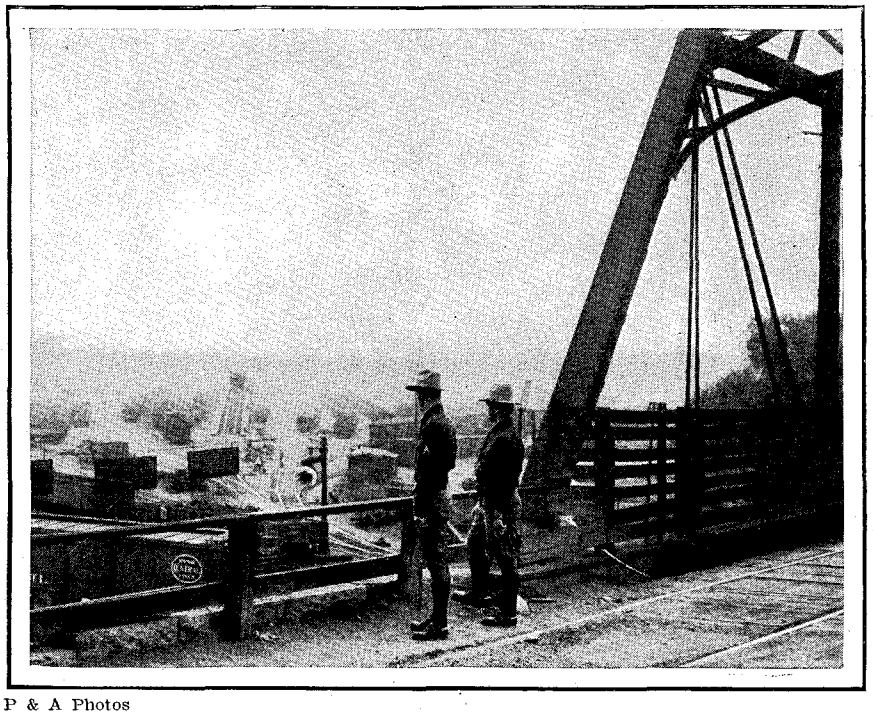
But the question of wages is far too involved to be discussed in an article as short as this, so I will pass on to the next source of bitterness on our side—the company store. This exists in union and non-union fields alike. In theory the company store is an excellent thing, and occasionally, where practice does not depart too widely from theory, it may not be bad in the working out, but as a general thing the company store is an unmitigated curse. I have never been in a company store which did not charge very high prices for a very poor quality of goods. When you pay $3.50 for a twenty-four-pound sack of flour which you afterwards discover was billed to the store at $1.50, you naturally feel that the company is trimming you at both ends. In some fields you are almost compelled to trade at the company store, and in others it is merely urged upon you by various means. The general idea is to get you into the company debt and then see that you stay there. Receipts are not given in company stores, and unless you are very careful you will be charged twice for the same thing; sometimes even for

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

a bill you have already paid. Inasmuch as many of us are extremely ignorant, it is exceedingly difficult for us to avoid getting cheated. The result is a sort of slavery.

The company always likes to hire men with families, since it is easier both to get them in debt and to keep them when they are there. A man with a family cannot skip out as can a man whose home is wherever he happens to hang his hat. I cannot describe the heart-breaking discouragement of the lives of those who are once fairly in the clutches of the company-store system. What wonder that they lose interest in their work! Every penny that their hard work brings them must go to paying off the debt which, in spite of their effort, seems merely to increase. I know what it means, for I have been there. Is it any wonder that we are bitter against the representatives of a system that permits such a thing?

But far, far worse than the company stores in the non-union fields is the mine guard system. A good deal has been written about this system, but more has been suppressed, and the public does not know how bad it is. The most flagrant example of this abuse that has come within my own personal experience is in West Virginia. To begin with, county officials are greatly influenced by the coal companies. To those of us who really know the facts in the case and are acquainted with some of the officials and their record it is enough to make one turn Bolshevik to read of them as the defenders of law and order. The same holds true of so-called detectives who are hired as mine guards and sworn in as deputy sheriffs. Many of these men are nothing more or less than professional gunmen of exactly the same type as those who were recently discovered to make a practice of killing men at $100 the murder.



P & A Photos

NEW YORK STATE TROOPERS GUARDING A RAILWAY YARD

"No one," says President Harding in his letter on the strikes, "has suggested coercion under military force. The military forces of free America are never used for such a purpose. Their service is only that of preventing lawlessness and violence"

It is of course to the interest of these men to prolong any trouble to the utmost extent, for the longer the trouble lasts, the longer their jobs last. They are too skillful to be open aggressors, but in nine cases out of ten where trouble has arisen between strikers and guards the strikers have been harassed almost beyond the point of endurance. The guards act more like soldiers in a conquered country than upholders of freedom. They turn the coal towns into armed camps. The men cannot go in or out without passes. Even the women are not allowed to enter or leave the camps. As for the unfortunate strike-breakers, who are too often enticed into the camps under false pretenses, from the moment they enter the town they are no longer free agents. The guards, ostensibly protecting them, do not permit them to hold any converse with any outsider, nor are they allowed to leave the barracks or whatever company shelter they may have. Nor is it safe for them to refuse to work when they find that they have been deceived. If they do, they are forced to work by curses and threats that worse things will befall them. If they still prove obdurate, they learn that the threats were not empty.

I wonder how many people will believe that what I have written above is the exact truth? I am afraid not many of those who have never lived in a coal region. But there is no miner in West Virginia who does not know these things to be absolutely true. How, then, shall we not feel bitterness towards the operators who have made such things possible? How shall we not be loyal to the union which, though far from perfect, is our only defender?

ANOTHER POINT OF VIEW IN THE MINING REGION

BY A. S. RACHAL

I NOTE in a recent issue of your magazine an article setting forth that the union miners are striking simply to secure a living wage. May I present an incident that occurred here under my personal supervision, so to speak?

Recently we saw a handsome Victrola being hauled up the hill beyond our house. My wife asked the young colored woman who was cleaning for us about this, and received the answer that it was hers. A Negro neighbor, a miner, had bought a Victrola and one hundred records for $175 a few weeks before, soon tired of it, concluded to buy a piano, and sold the Victrola to another miner (the husband of the young colored woman just mentioned) for $125, and bought the piano.

These are non-union miners. They get the same wages the union miners do, subject to the advantage of no dues to pay. They are busy at work, contented, able to buy pianos and Victrolas, and records by the hundred. Their wages allow them to live in complete comfort. This is no isolated instance. Perhaps the majority of the miners own either a Victrola, a piano, or a player-piano. Certainly a large percentage.

I am a Presbyterian minister. I own not one dollar of coal stock. I number among my clientele operators in one place, miners in another. My salary is less than expert miners receive. I live on it, and make no offer to strike.

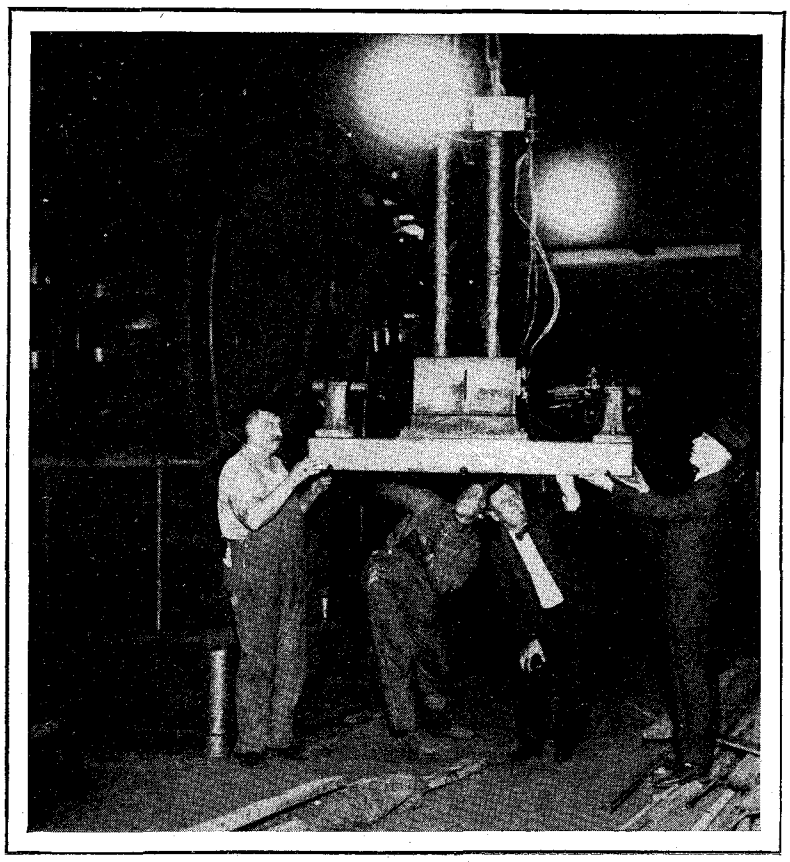
The sole cause of the wholesale disturbance, in this State at least, lies in the effort to unionize the non-union fields —to enforce the closed shop. The non-union miners are working in peace. Only the union miners are discontented. The same wages are offered to them that the others receive. They demand something else than a certain wage.

The question of the closed shop I shall not attempt to adjudicate. But that is the trouble, and the whole trouble in southern West Virginia.

Bramwell, West Virginia.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

ANNIVERSARIES OF SCIENCE



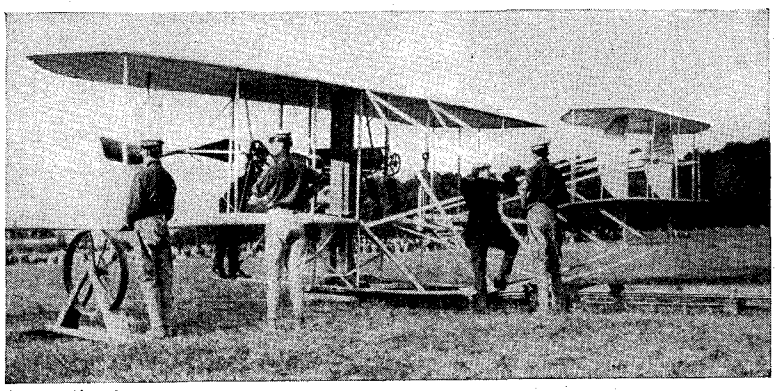
P. & A. Photos

A STUDY IN CONTRASTS

The great progress that has been made in electrical science since 1883, when Thomas Edison installed his first dynamo at Sunbury, Pennsylvania, up to the present day could not be better illustrated than by this photograph, which shows on the right the first and smallest dynamo and on the left the latest giant electrical apparatus

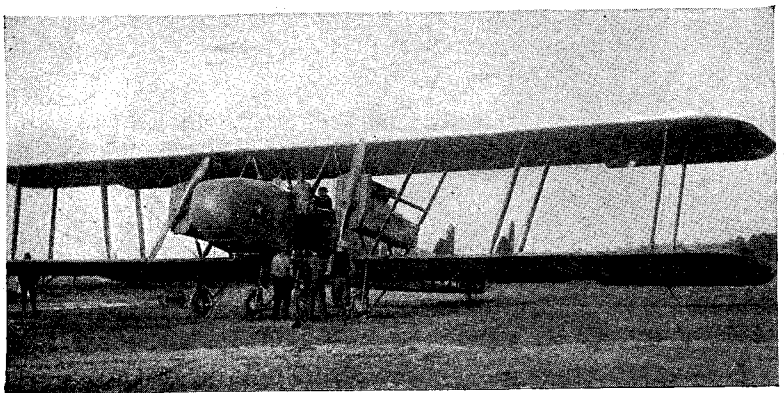
AN INTERESTING COMPARISON

Orville Wright inspecting his machine just before he made, on July 30, 1909, a successful flight from Fort Myer, Virginia, to Alexandria, Virginia, thereby gaining for the Wright brothers official recognition as first to establish a world's record for heavier-than-air machines



International

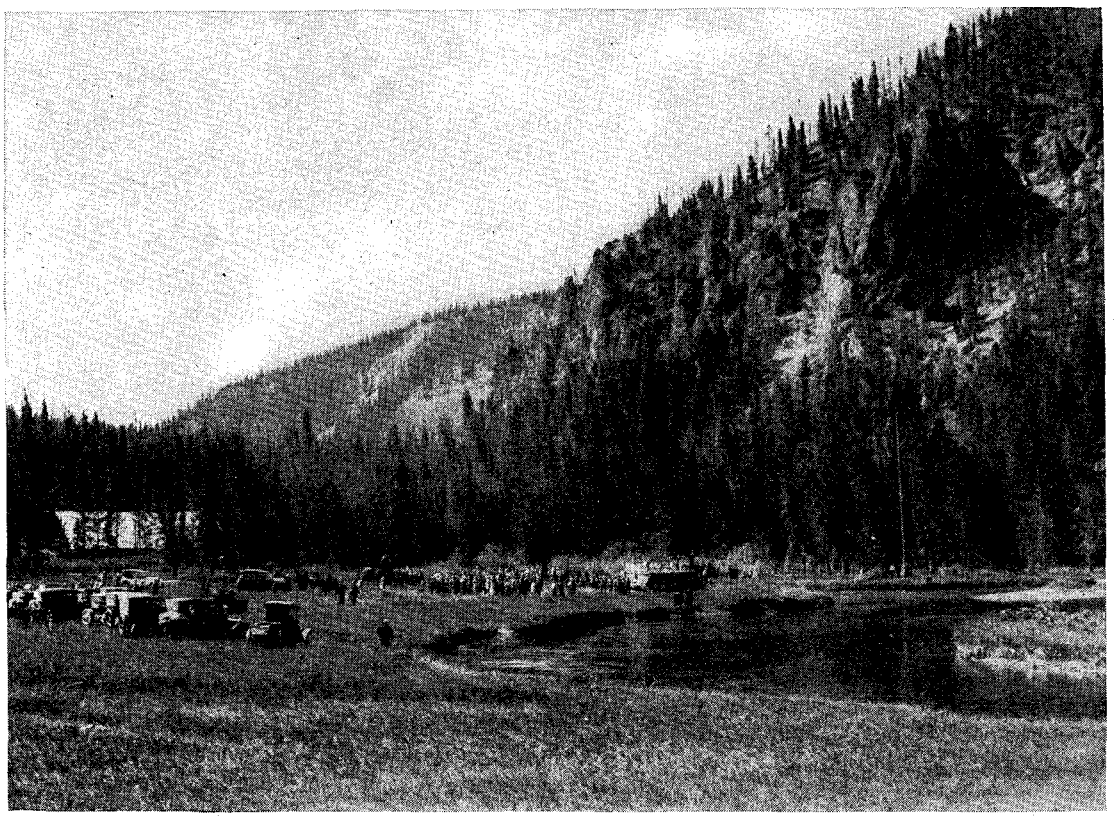
A modern type of plane which shows the great advance that has been made since the advent of the first successful Wright plane only thirteen years ago



(C) Harris & Ewing

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

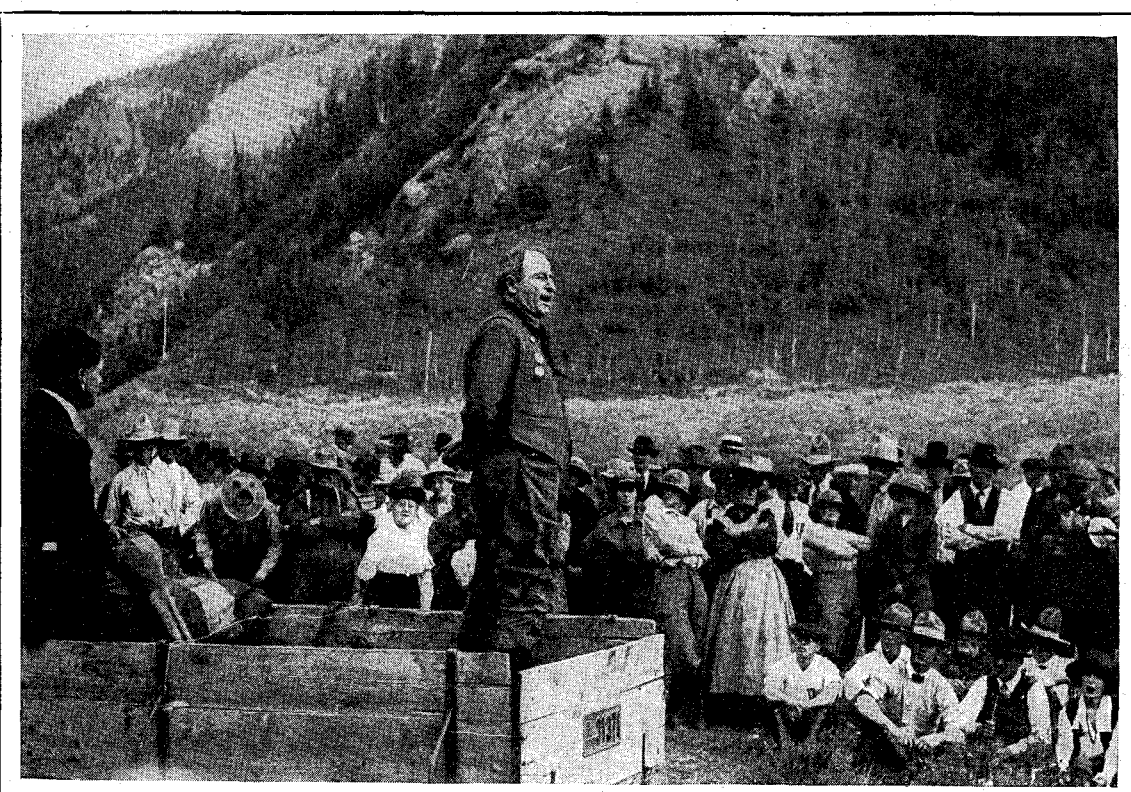
BIRTHDAYS OF HIGHWAYS AND PARKS



P. & A. Photos

YELLOWSTONE HAS ITS GOLDEN ANNIVERSARY

The old camp site of the Washburn expedition, which originally explored the Yellowstone region, is the scene of a large gathering to commemorate the setting aside of this territory as a National Park a half-century ago



International

A WESTERN HIGHWAY IS OPENED

Representative Mondell of Wyoming is here shown delivering an address at Jackson's Hole, at the opening of the Hodack Canyon Highway, which has been cut from this point through the wildernesses of Nebraska

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

CANVAS AND CULTURE

WHEN CHAUTAUQUA COMES TO TOWN

BY EDNA ERLE WILSON

EVERY year some time during the summer months a train unloads a big roll of canvas and a group of strangers in the busy town of Harrodsburg, Kentucky. The next day the horses that pull the delivery wagons are arrayed in chorus-girl skirts placarded with startling signs. Automobiles gliding up and down Main Street trail pennants in the sunshine like gaudy fluttering butterflies. The Zinzendorf, the city's biggest hotel, is crowded from garret to cellar with visitors wearing their holiday clothes and an expectant expression. And overnight a brown tent rises on a vacant lot like a gigantic rounded caramel. The annual Chautauqua has come to town.

For months the whole population has been looking forward to music, lectures, and the neighborliness that it offers. Twice daily in the coming week the big tent will be filled to bench-creaking capacity with an audience eager to be amused, informed, and roused out of the apathy of a humdrum workaday world. For this is what Chautauqua does for the ten thousand towns that mark its ever-widening course over the country's map. This tent-and-talent small-town combination is as successful an answer to the need for amusement as the famed Great White Way.

In fact, the Chautauqua of Harrodsburg supplies a very much more convincing answer to the question of what the average citizen likes in the way of amusement than Broadway's most successful musical comedy. To the pessimist who gloomily proclaims that the American public spends its leisure time in breaking the Eighteenth Amendment, listening to the caterwaulings of the jazzists, and pursuing a giddy whirl of pleasures the lengthening trail of the Chautauqua brings a message of cheer.

Mr. George M. Cohan knows what a New York audience likes in its hours off. So does the manager of Steeplechase Park. But the crowds that fill the theaters around Forty-second Street or that flock to Coney Island on a sultry July Sunday are not typical American audiences. And Mr. Moreland Brown, of the White and Myers Chautauquas, with circuits visiting four hundred towns in fourteen States, has a clearer insight into the amusement tastes of the American citizen as he exists in his native habitat than any Broadway manager alive.

When Chautauqua comes to town, it means entertainment for the whole family and the entire community. The audiences run the scale from youth to old age, from the poor to the wealthy, from the cultivated to those of scanty schooling. There are men bearing the mark of the farm, and beside them women holding babies in their arms. There are visitors from the nearest city, with automobiles waiting outside.

To meet the need of just this type of audience, the plain people whom Abraham Lincoln loved, the Chautauqua, a word and idea of purely American origin, was born. It grew up in the West, away from the bustle and roar of the city, and is just as typical of our country as apple pie or baseball, and, although the enterprise has expanded from a small beginning to flourishing proportions, it has never departed from the ideal of its conception. Chautauqua means music and laughter, relaxation and stimulation. It is fun for the whole community, but the fun is sketched in against a cultural background.

That is the type of amusement that the real American audience demands, and that is why Chautauqua has become a household word and a National institution. That is why a small town of five hundred inhabitants will gather together as many as five thousand people for the event. And that is why the town of Picture Rocks, Pennsylvania, with a population of seven hundred, spends two thousand dollars for Chautauqua. When it comes to town, the manufacturing plants close for the week, paying their employees full wages. It is estimated that ninety per cent of the people of this community hold season tickets.

In providing the best type of entertainment Chautauqua has discouraged lower forms of amusement. Discussing this holiday week as one of the most vigorous forces for the advancement of recreational ideals, Mr. Keith Vawter, of the Redpath Bureau in Cedar Rapids, Iowa, said: "The old-time medicine show is gone and the worst of the street carnivals are nearly gone, not because of any tirade or campaign against them, but because the Chautauqua has led the people away from such coarse horseplay."

Not only has the Chautauqua led the people away from the old-time rough-and-tumble carnival, but it has led them to an appreciation of the finest things in the great world of art, science, politics, and letters. For two dollars invested in a ticket Harrodsburg citizens may hear an eminent orator or statesman, a clever impersonator, or a musician of real artistic merit. The programmes under the brown tents are a quaint mixture of canvas and culture.

Next to the phonograph the Chautauqua is the greatest distributer of music in the land. The numbers that win applause from the audiences at these gatherings are not of the vulgar, insinuating type labeled as "popular." The people who have responded to the harmony of Rossini's "William Tell," Tschaikowsky's "Sleeping Beauty Waltz," or the aria from Puccini's "Butterfly" no longer accept the cheap music styles set them by theaters and cabarets. They have acquired a standard of their own and a measure of comparison.

One of the strongest points in the junior programme of the White and Myers Chautauquas, according to its president, Mr. J. Shannon White, is the teaching of an appreciation of music.

"We try to lay the foundation of real musical appreciation in the minds of our

STORY-TELLING HOUR DRAWS YOUTHFUL CHAUTAUQUANS INTO A CIRCLE OF CHARMED LISTENERS

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Community Service

A COMMUNITY SING AT TWILIGHT IS AN IMPORTANT AND IMPRESSIVE ITEM UPON MANY CHAUTAUQUA PROGRAMMES

young patrons," he said. "Every morning they gather together and listen to various selections, which they are asked to explain in their own words. Folk songs are often given. Once the children have perceived the quality of the music of the various nationalities, the next step is to translate this sense of rhythm into the graceful measures of folk dances."

Young America likes this part of the programme, and carries home its new accomplishment for the benefit of the older generation. The Chautauqua audience is composed of stay-at-home people, and the entertainment that they enjoy during the gay week when the brown tent is planted in town furnishes them with food for thought and conversation and recreation during the other fifty-one weeks of the year. That music exists in most of these homes was revealed by a survey recently made by the University of Wisconsin, showing that it is a common recreation in fifty-one per cent of country homes and forty-three per cent of village homes. So the Chautauqua by familiarizing its patrons with the non-jazz variety is doing much to lift the standard of this form of entertainment in American households.

But, while music is a very necessary and vital part of a Chautauqua programme, the lecturer has always been the real meat. Not only will the audience stand for a lecture, figuratively speaking, but also literally—two hours in the rain! The forerunner of the present-day headliners was no less a person than Ralph Waldo Emerson, who in 1868 mounted to the lecture platform and exchanged his fame for the currency of the realm. Since that time prominent statesmen, noted men of affairs, ministers, authors, and university presidents have furnished constructive entertainment at Chautauquas, being classified as "talent" along with the Swiss bell-ringers and the opera singers. That they share places on the programme alongside professional entertainers is a demonstration of the real democracy of the occasion. President Warren G. Harding is Honorary President of the International Lyceum and Chautauqua Association. He was a former lecturer and was secretary of the Marion, Ohio, Chautauqua for many years. William Jennings Bryan has long been a scintillating star in the Chautauqua sky. Ex-President William Howard Taft, ex-Vice-President Thomas R. Marshall, Bishop Mitchell, and Frank Mulholland are also well-known names.

Some of the more popular lecturers upon Chautauqua circuits give the same talk as often as five thousand times, a run which a Broadway manager might envy. Talks on civic beauty or sanitation often bring these matters to local attention for the first time. The community expert wakes up many sleepy towns. Long after the Chautauqua tent has been taken down the newly awakened community spirit remains. All up and down Main Street there is an added warmth in the greetings exchanged between the passers-by, in the chatter across the counter in the stores and shops, and in the stimulated civic pride that expresses itself in a cleaner thoroughfare than of old or a new playground for its future citizens.

Perhaps this last innovation may be traced directly to the success of the junior programme, for the children of the community are not forgotten in this week of entertainment. A miniature tent serves to dramatize to the childish imagination that they are really having a Chautauqua of their own. Boy Scouts are on hand to help put it up and distribute the printed programmes. Folk games, special parties, play days, story-telling hours, and walks in the woods for nature study bring magic to the hours. Every evening the youthful Chautauquans give a play stunt in front of the big tent, with interested fathers and mothers for spectators. And on the last night there is either a colorful pageant or a juvenile interpretation of "A Midsummer-Night's Dream" as a grand finale.

That this gala week of entertainment exerts a marked and beneficial effect upon the children of a community, not only in their recreation but in their studies as well, was demonstrated by an incident which occurred in a small town below the Mason and Dixon Line which failed to raise its Chautauqua collection along with its cotton crop. When it seemed probable that Chautauqua wouldn't come to town as a result, a teacher in the public schools got the people together and told them in vigor-

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

ous phrases that Chautauqua meant as much to her pupils as a year in school.

"It has made geography a living thing," she said, "put flesh and blood on the dry bones of literature, instilled the breath of life into the waning spirit of good English, and originated a loyalty hitherto unknown."

The Chautauqua is one of the most potent single forces now at work for the advancement of National thought, National entertainment, and National ideals. The statistics compiled by Mr. C. F. Horner, of the Redpath-Horner Bureau in Kansas City, at the request of the International Lyceum and Chautauqua Association, tell a striking story. In 1921 almost ten thousand towns were visited by Chautauquas, with an attend ance of over thirty-five million. The ninety-five programmes provided one hundred thousand hours of entertainment and music to a multitude which is in reality about one-third of the population of the United States.

At its best, Chautauqua is a community, and not a commercial undertaking. The Ellison-White Lyceum and Chautauqua Bureau of Portland, Oregon, one of the largest single organizations of its kind in the United States, has placed its business upon a non-profit basis, so that the towns that support it share in the profits.

When this step was taken, Mr. Roy E. Ellison expressed himself as feeling that the Chautauqua was too big an institution to be operated for private profit.

"It has long been my dream to place it on a bigger, broader basis—one purely of service," he said. "I believe our organization has effected this. Now the Lyceum and the Chautauqua can take its place with the school, the college, and the church—an institution of the common people."

Viscount James Bryce, former Ambassador of Great Britain to the United States and author of "The American Commonwealth," once said, "I do not think any country in the world but America could produce such gatherings as Chautauquas."

Probably not. And yet other countries are rapidly falling into line and eagerly adopting this made-in-America product. It is being exported all over the globe. Our next-door neighbor Canada has taken them to her heart. Alaska is as numerically dotted with them as the trail of the Yukon was with gold-diggers' camps in '98. New Zealand patronizes them. England has established a circuit. And that progressive bit of the Orient, Japan, is carrying on a lively flirtation with the idea.

No enterprise ever reaches such gigantic proportions unless it fills an urgent human need.

CLOSING IN ON COMMERCIAL BRIBERY

BY WILLIAM R. SCOTT

BUSINESS ethics is on the up-grade in America despite the innumerable "investigations," as shown by the passage on June 1 by the House of Representatives of the Volstead bill against commercial bribery, by far the most drastic anti-bribery bill ever passed by any legislative assembly in the world.

If the Senate acts favorably upon the bill and it receives Executive approval, the use of money, gifts, and other considerations to influence the buying trade will be made punishable by a fine of $3,000, or by two years in prison, or both, if the bribe is offered or accepted in inter-State commerce. Salesmanship will thereafter have to depend upon straight argument under keen competition, unless subterranean methods of circumventing the law should be devised.

The passage of the bill by the House represents the fruits of a campaign of many years, but intensively prosecuted only within the last four or five years. During the war the attention of the Federal Trade Commission was directed to the practice of bribery in business, and upon inquiry the practice was found to be distressingly widespread. Purchasing agents, or buyers, in many industries considered it a normal part of their incomes to receive secret commissions of five per cent or more upon all orders they placed, or to accept expensive gifts of jewelry, furniture, automobiles, or other things from salesmen eager to dispose of merchandise.

One concern was found by the Commission to have given $1,400,000 in two years in what was classified by the Commission as bribes to buyers of its commodities. Foremen in paint and varnish shops were found whose incomes from secret commissions on paints and varnishes they recommended to their employers were doubled or trebled. In the shipping industry virtually every captain or other officer of the vessel who did the buying expected five per cent of the amount of the order to be paid to himself. That is to say, bribery was almost as commonplace in several industries as is tipping in hotels, and it was found to some extent in all industries investigated.

The Commission also found that the industries most honeycombed with the practice were most anxious to get it outlawed. Thus the paint and varnish industry was so much in earnest that it established an Unfair Competition Bureau in Washington, the business of which was to prevent bribery within the industry. Later on the shipping industry or the supply houses along the Gulf and South Atlantic seaboards opened a similar bureau. Former attorneys or investigators of the Federal Trade Commission were placed in charge.

By this time the movement against bribery was gaining momentum, which resulted in several bills being introduced in both houses of Congress, but they were crowded aside. By the spring of 1922, however, nearly forty trade associations had lined up against the practice, including the National Association of Purchasing Agents and the American Society of Sales Executives (or the buyer and seller), and when the bill finally reached the floor of the House the opposition had been so completely met that no vote was recorded against the proposed legislation.

Exemplifying the new ethical outlook in business is the organization early this year of the Commercial Standards Council, with headquarters at 19 Park Place, New York City. Among the organizations represented in this Council are the Associated Advertising Clubs of the World, the two associations of buyers and salesmen already mentioned, the paint and varnish Unfair Competition Bureau, the American Ship Service Corporation, the National Association of Credit Men, and other associations of equal weight. The object of the Council is "to develop the highest commercial standards and to eliminate harmful business practices." Its full support was given to the Anti-Bribery Bill.

One feature of the bill as passed by the House is believed by its proponents to insure the end of bribery, namely, a provision that the first party to a bribe who confesses may obtain immunity. As no grafter could be sure that the other party would "stand hitched," it is thought that the risk will automatically stop the practice. Other sections of the bill make the use of fraudulent documents to conceal a bribe illegal; deny the right to plead custom in defense of bribery; require a party to a bribe to testify about the transaction even if such testimony incriminates the witness, but the witness so testifying shall not be prosecuted on account of any transaction about which he may testify; declare that the finding of any section of the act is unconstitutional shall not invalidate the remainder of the act; prescribe the practice as an unfair method of competition, and so within the power of the Federal Trade Commission, as well as of the Department of Justice, to prosecute; and that nothing in the act shall repeal existing laws against corrupt practices.

Twenty-one of the States have specific statutes against bribery of one kind or another, while England, Germany, Sweden, Canada, Australia, New Zealand,

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

the Union of South Africa, and several smaller dependencies of the British Empire have laws restraining the practice. In England the Bribery and Secret Commissions Prevention League has been in existence and actively aiding the enforcement of the Prevention of Corruption Act since 1908. The American organization, the Commercial Standards Council, fully appreciates the fact that its chief work will come after a law is passed in seeing that it is enforced.

TEACH YOUR CHILD A TRADE

BY JAMES J. DAVIS

SECRETARY OF LABOR

IN the first book of the Bible is the law laid down, "I have learned by experience," and since that day mankind has acquired wisdom by daily toil. Not all the lore of libraries has contributed to mankind's advancement as much as has the instruction of experience. From the days when the Carpenter of Nazareth wrought with adze and hammer in the house of his foster-father man has been blessed in the work of his hands. Through the twenty centuries since that time the craftsman has fought his way steadily forward with the advance of civilization until to-day he may well be reckoned among the most powerful forces at work for human progress. Up through the ages, dark with a world's woe or bright with the rising sun of human betterment, he has struggled on his way to a place in the forefront of the onward-pressing army of humankind. The dignity of labor, for so long a mere empty phrase, has come to have real meaning. More and more we in America are coming to realize that we must change our attitude toward the occupation of the man who works with his hands.

Man must learn by doing fully as much as he must learn by thinking. Education to-day is a matter of the heart and the hand fully as much as it is a matter of the mind. For the whole purpose of education, in all the broadness of the term, is the making of the man or woman more useful to himself and to the world. Its aim and object is to make the individual better able to care for himself and provide for his own happiness, and to benefit society generally by enhancing the value of the individual as a social asset.

The last few generations have seen education taking vast strides forward in America. Within the memory of some of us still living education, outside of a few great scholastic centers in the eastern part of our country, was a matter of the three R's—Reading, 'Riting, and 'Rithmetic. A working acquaintance with these three, or even with the first two of them, entitled a man or woman to be called "educated" among a vast proportion of our population. The man who in those days, under the flickering light of a candle, could laboriously study out word after word or tediously scratch a few lines of more or less legible writing was looked upon as schooled. His acquaintance with literature, of the past or of his own time, was slight indeed. Sciences and the languages were to him a closed book.

To-day all this is changed. There are comparatively few of our vast millions who cannot read and write fluently, who cannot acquire the thoughts of others and present their own thoughts by means of the written or printed word. In nearly every American home the standard classic authors, particularly Shakespeare, are read and understood. Even the classics of other languages are known to and enjoyed by many.

But in accomplishing this tremendous stride forward in the education of our people we have fostered an educational fallacy—a fallacy as far-reaching in its evil consequences as any that ever took root in the minds of a whole people. We have allowed our people to look upon education as an end rather than as a means. We have allowed the conviction to grow among many of our younger citizens that education is a substitute for work, that education by and of itself should provide the means of life and happiness. We have permitted the growth of the conviction that an education unfits a man for work that must be done with his hands.

The advance of our educational system has been rapid, but it has been all in one direction. Our educators, striving after the literary ideal, have been imbued with the classical almost to the exclusion of the practical. We have designed a magnificently decorated set of educational harness, all a-jingle with silver bells, and have clamped it upon all and sundry, insisting that all follow the same road.

We have yoked together the boy whose sole ambition is to follow the footsteps of his father, who is a lawyer, and the girl whose only aspiration is to become as good a wife and home-maker as her mother. We prescribe the same educational burden for the youth who seeks to be a good steam-fitter and the boy who glimpses a vision of future success as an educator.

More than ninety per cent of our population is made up of the industrial worker and the farmer. Less than ten per cent of our people are in professional life. Yet practically our whole educational system is directed toward turning out boys and girls equipped to enter the professions, to undertake what is known as brain-work, or, more aptly, to occupy "white collar" jobs. Educating one hundred per cent of our school-children along lines that fit them for the professions is plainly unjustified when we know that less than ten per cent of them will be able to make a living in professional life. To-day, while our "white collar" occupations are crowded to overflowing, we are actually lacking in the skilled workmen and artisans necessary to keep up production in shop and factory and to do our structural work. Our educational system is out of balance.

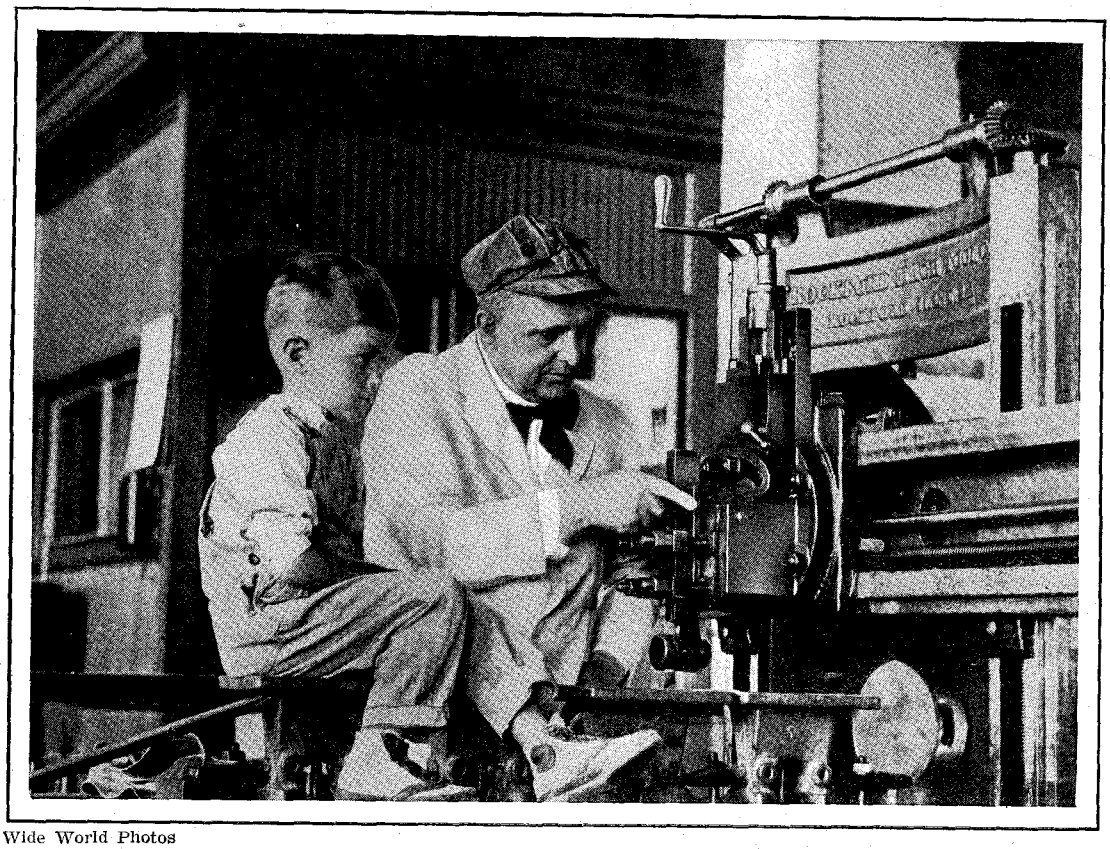
We have gathered the fruits of this system, and they have turned to ashes on the lips. We see our future generations growing up with a profound distaste for manual labor. We see our young men and young women insisting that their education fits them only for so-called "mental" or brain effort. We find them seeking unremunerative employment in crowded offices, jeopardizing the Nation's health and building up an economic problem of serious proportions.

We have learned that, properly trained, the American as an artisan exceeds in efficiency the natives of all other nations. We must attract young America to the crafts where men work with their hands—the crafts upon which ultimately rest responsibility for the Nation's prosperity, economic and political. To that end we must see to it that educational conditions which induce the belief that work with the hands is irksome and menial are corrected.

We are spending in public funds about a billion dollars a year in education. Practically all of this is expended by our towns, counties, States, and the Nation in fostering institutions which give to the student academic or classical training. Very little, if any, is used to provide means of teaching the youth of the land to use their hands in useful endeavor. The time has come to put education on a sound basis, to end the monopoly which has been given to the instruction in theory alone in our schools. The term education is one of the broadest in our language; it covers a scope that is almost without limitation, but we have narrowed it to the point where its real meaning is often lost.

There is no straight and narrow path to education. There is no single road which can be marked, "This way, and this way alone, leads to learning." True education can be acquired in many ways, and the choice of these ways should lie with the individual and should be made to fit the individual. I remember as clearly as if it were yesterday the beginning of my real education. I had left school at the age of eleven, and I believed my opportunity for education was lost when I went to work in the mills, later to become a helper to my

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



SECRETARY DAVIS PRACTICES WHAT HE PREACHES. HE IS HERE PICTURED AT MOOSEHEART TELLING HIS SON SOMETHING ABOUT MANUAL LABOR

Wide World Photos

father, who was a puddler of iron. As a puddler's helper the pig metal that came to the puddling furnace aroused my interest, and I asked where it came from. My father took me to the blast furnace and showed me the stocks of ore, and limestone, coal, and coke. Right there I learned a lesson in geology, geography, physics, and chemistry that started me on the right road. In the work that lay before me I had found the means to gain knowledge. Not knowledge of the work alone, but solid, practical knowledge of the great world that stretched out all around that work.

My father showed me how the raw material in the blast furnace was purged of dross and slag, and explained the casting of the iron. He explained the puddle furnace, where further impurities are removed from the metal. He pointed out the work of the finishing mills, the eight and twelve inch mills, the bar mill, the nail-plate mill, and the tank-plate and sheet mills. He pointed out the finished product and said:

"When you have learned exactly where ore comes from and why, and where it goes and why, you will have a real education."

So, in the words of the Scripture, I have learned by experience. I have found that the opportunities for education lie all around us in our daily life and our daily work. The girl in the country who must arise early in the morning to kindle the kitchen fire can acquire knowledge by studying the materials she uses. The study of the sources and uses of the wood and coal and oil that she puts into her stove will give her a start in geography, geology, mineralogy, and several other subjects. The kindling of a breakfast fire may kindle a real desire for real knowledge.

This practical plan of education, under direction, offers a real solution of our educational problems. It will broaden the field of our schools to the limits of the wide meaning of the term education, and at the same time it will preserve the individuality of our students. It will take our educational system out of its strait-jacket and give it freedom to live and breathe and grow. I am no revolutionist in the field of education. I would not at once and without consideration abandon all that has been accomplished in the building up of our academic system. Rather I would preserve all that is good in our system, and link with the instruction in theory which we now offer instruction in actual practice. We have in America to-day the best educational system that has been evolved, but not the best that can be evolved. I would improve it, not destroy it. Our duty is to develop the best and most effective system for the instruction of our youth that American genius can devise. To do this we must realize the vital importance of offering to our rising generations the opportunity to learn with hand and heart as well as with brain. America must teach the trades—true craftsmanship—by practical instruction linked with instruction in theory. The youth who yearns to become a true artisan must not be yoked for years with the youth who is driving with might and main to become a physician. Our educational system must be balanced.

It was this thought that I had in mind when I joined a fraternal order, the Loyal Order of Moose. I was the 247th member, and I then visioned a great service to the Nation which the order could render. The order now has 600,000 members, each of whom pays $2 a year for the support of the home-school at Mooseheart for dependent orphans of the order, where 1,023 acres of land are dotted with buildings and equipment which represent $5,000,000 in replacement value. Recently a woman's auxiliary has been organized, and 50,000 women are contributing $1 a year to support the home-school. The organization is growing by leaps and bounds, and every member has a deep appreciation of the service he is rendering, not alone to the children themselves, but to society as a whole. It is a work that deserves the interest and support of all good men and women, this task of equipping our rising generation to face the world unafraid and able to care for itself. I believe we have found the way to do it, and I am more than willing to help any who want to forward the enterprise. They need only apply to me.

At Mooseheart every facility is provided for observing and developing the natural bent of the child. The purpose of the order has been to take care of its orphans in the most scientific and practical manner. The child is not given an education as a matter of charity. It is given an education because the order recognizes the right of every child to the best possible preparation for its life-work. Mooseheart succeeds because its slogan is, "Every child is entitled to at least a high school education and a trade." But the trade is the thing that is stressed. The joy of working with the hands, the high satisfaction of physical effort directed toward constructive accomplishment—these are the things we

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

strive for. For the learning of a trade makes efficient and self-reliant men and women, a class that is sadly needed in the world to-day.

From the start each child is given every opportunity to develop his own individual aptitude and his own special qualifications. When he shows a tendency toward a special work, he is given an opportunity to try his hand at it. If he demonstrates that this is the vocation for which he is best fitted, then the theoretical side of his education is so directed as to assist him in making his way through the world by means of that vocation. The child is encouraged in his study of his chosen trade. Side by side with actual practice he learns the theory of his chosen vocation, and he develops an enthusiasm for learning that is impossible in the abstract, theoretical instruction with which we are familiar.

But the so-called classical education is not neglected at Mooseheart. As the child learns his trade he receives day by day the equivalent of a good high school education along the lines of modern pedagogic practice. His education is balanced. He receives the mental discipline of the high school course and the physical discipline of his work at his trade. When his course is completed, he is ready to face the world, useful to himself and useful to society. His future is certain. He cannot fail. Whatever happens, he has an efficient means of caring for himself, and society will never be called upon to care for him. He is ready to take his place in the fight to make America the greatest nation in the world in industry and in commerce.

In the trade school, where youth can learn a means of livelihood while it is acquiring academic learning, lies the hope of the future. Craftsmen are to-day a vital need of the Nation. We face a world war in foreign trade. Wages in foreign countries are much lower than they are here. If we are to compete successfully, we must have skilled workmen in industry. To-day the natural desire of many of our young men to enter the trades is thwarted. A mistaken impression that work with the hands is to be despised and a constant educational drift toward the office occupations drive many young men into uncongenial life-work, where they develop into mere mediocre characters or positive failures.

The classical fetish in our schools has led us to the point where we are woefully behind in providing the Nation with the skilled craftsmen who are the foundation of National prosperity. We must revise our educational ideals and our educational practice. We must lay before every American child his or her opportunity to choose a place in the whole wide range of vocations which make up our National life. We must give to every American child the training that will enable him to find out just where he will best fit into the American scheme of things. We must provide every child with the mental and physical equipment necessary to fill his or her place in the world with the best results to the individual and the Nation. We must educate, not alone the mentality of the rising generation, but its hand and its heart as well.

AUGUST IN THE GARDEN

BY E. K. PARKINSON

"Not only the days, but life itself lengthens in summer. I would spread abroad my arms and gather more of it to me if I could do so."

HAD Richard Jefferies experienced the tidal wave of rain from which the East has suffered so far this summer, it is doubtful whether he would have wished to spread abroad his arms and gather more of it to him. We have often heard the more poetic than practical gardener aver that there is always a charm for him in the "elusive," the "untamed in nature;" this year, then, must have been high carnival time for him, with every conceivable variety of untamed weed jostling and striving for supremacy in the vegetable and flower beds. None the less, in spite of cloudbursts, the roars of thunder, and the lightning pageants, there is plenty to do in one's garden between showers if the fruits and flowers are not to be exterminated by the weeds.

August is a busy month. In the flower garden the gladioli should be staked; the roses sprayed every week with sulphide of potassium to prevent mildew and black spot; the flowers should be picked daily to keep them from going to seed, and where they are not wanted for the house it is a good plan to cut them off as they wither; if by any chance there is a spot where the ground is not saturated with moisture, it may be well to mulch the perennial border and shrubs with lawn clippings where they happen to stand as single specimens. It will not be found too late in many parts of the country to sow beets and carrots for the winter; corn and spinach may be planted; cucumbers, squash, and melon vines should be sprayed the first bright day to keep off the beetles, and a sharp outlook should be kept for borers.

Have pity on the lawn-mower, the most neglected tool on the place. Wipe it off after mowing the wet grass, keep it well oiled, and sharpen it occasionally. The last task is very simple; a few minutes with a sharp, flat file will do wonders.

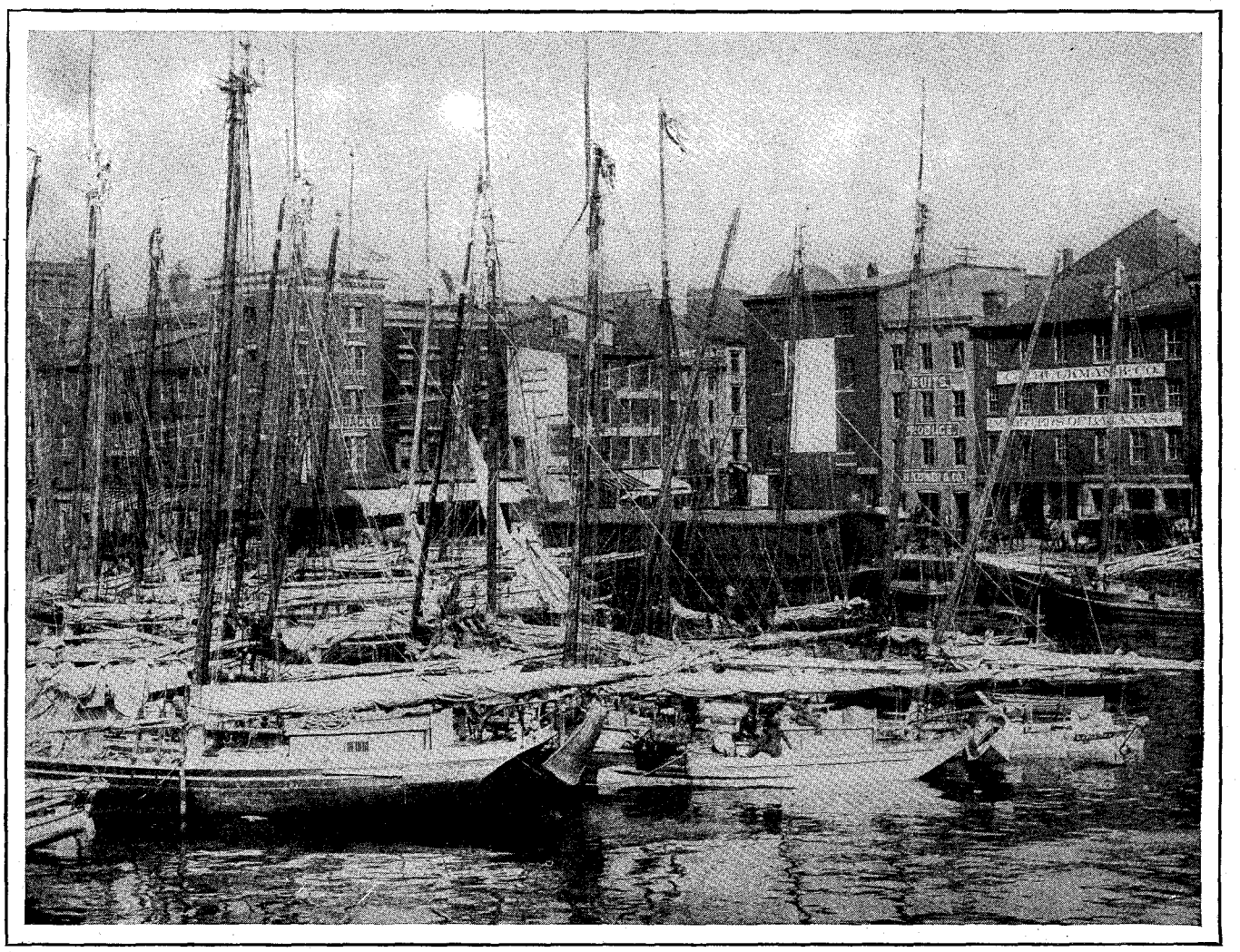
August is also one of the best months for budding, and there is no better way of perpetuating a favorite rose. And if peach seeds have been sown in the spring, then the plants will be ready for budding in the August of the same year. Of course budding is practiced largely by commercial nurserymen, but the operation is a simple one, and will often prove of great value to the amateur.

The work is done while the bark is still loose or in condition to peel. Twigs are cut from the tree or bush which one wishes to propagate, and the buds on them are cut off with a sharp knife, a shield-shaped bit of bark with a little wood being left with them. The buds are then pushed into T-shaped slits made in the stock on which they are to grow. To hold the buds in place they are bound with a soft bit of rag or raffia. In about three weeks they will have grown fast to the stock, and the binder should be removed. The spring following the operation the stock is cut off just above the bud, which, by the way, must be inserted near the ground, and from then on the bush or tree will make a steady growth.

One should not confuse the operation of grafting with that of budding, for the former is done in the early spring before the buds swell. For example, if one wishes to change the top of an old apple tree or pear tree, the branches are all sawed off flat and by means of cleft-grafts scions are inserted, and in three or four years the tree will begin to bear again.

The gardener should bear in mind that August is the month of all months in which to set out coniferous evergreens, because they differ in their character and growth from deciduous trees and shrubs. The latter are usually moved when dormant, while the evergreens are never without foliage; therefore it is an excellent plan to move them while the soil and weather are warm and the roots active and growing. Again, by planting in August a very important point is gained, because in so doing one can actually see just how the tree will fit into the desired scheme of things before it is too late to move it. But in transplanting evergreens a few precautions are necessary. The trees should be planted about the same depth as they stood in their native haunt or in the nursery row; the soil should never be broken away from about the roots, which may be prevented by slipping a burlap bag, cut open, under the roots before lifting them; when setting them in their new position, leave the burlap about the roots, cutting off all the binding cord, and after the tree is set, well tramped down, and the hole filled, apply a good mulch, to be kept on until the following spring.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



OYSTER FLEET AT BALTIMORE

FARMING, THREE FATHOMS DEEP

BY LEWIS EDWIN THEISS

DOUBTLESS it will astonish the uninitiated to learn that there is a close connection between the high cost of oysters and infant mortality. In this case of course the infant mortality is wholly ostracean. A layman with any regard for his reputation for veracity would hardly dare to give the actual figures. Yet the scientists tell us solemnly that hardly more than one oyster out of eight to thirty million born reaches maturity. For it is estimated that annually a single oyster spawns between 16,000,000 and 60,000,000 oyster larvæ, and that out of this enormous number not more than two reach full maturity.

Although these figures are no doubt approximately true, the real facts in the case are that our oysters have gone the way of our forests, our bison, our wild animals, our coal, our soil fertility, and most other natural resources. They have been ruthlessly wasted instead of being conserved. When Columbus stepped ashore on the New World, the Atlantic coast from end to end was literally covered with oysters. To-day we have a few beds remaining.

It is doubtless true that even economic history repeats itself. Our forefathers found a virgin soil so rich it was considered inexhaustible. We have farmed it for a few generations, and to-day we have millions of acres that are considered to be worn out and worthless. With regard to farming, we have learned, in the words of a pat little jingle, that "if you put nothing in, you get nothing out." But we learned it too late, and we are paying the price to-day in the increased cost of farm products. We have another lesson in the oyster industry, for where agriculture was fifty years ago the oyster industry is to-day. We have not even begun the practice of scientific oystering.

But we have done this—at least in some States. We have put an end to oyster mining and have gone to oyster farming. To-day we raise what oysters we eat. We sow and cultivate and harvest our oyster-beds, and allow the natural oyster reefs, or what is left of them, to remain intact by taking from them only oyster seed.

The State of New Jersey possesses in the Delaware Bay one of the most valuable oyster-beds now existing in the United States. But it would not long exist were it not protected by the State from spoliation. Only during the months of May and June, between sunrise and sunset, and with vessels operated entirely by sail power, may oysters be dredged on these natural grounds. Here at sunrise on the first of May a great fleet of hundreds of vessels is in motion. The instant the sun's red disk appears above the eastern horizon hundreds of dredges plunge overboard and thousands of oystermen toil like Trojans to gather the seed that is to produce a harvest three years later. All day long the white-winged ships beat back and

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

forth over these natural grounds, until their decks are piled mountain high with tiny seed oysters no bigger than one's thumb. When the ships can carry no more, off they dart to the oyster farms of their owners.

For in the Maurice River Cove alone the oyster farms total 30,000 acres, with other beds in other parts of the bay. By applying to the State, any one can secure an oyster-farm site at a rental of 75 cents an acre per annum. And a bed so secured becomes in effect the property of the lessee. Long saplings, driven deep into the muddy bottom and thrusting their bushy tops four or five feet above the tide, mark off the different oyster-beds, much as one land farm is separated from another by fence posts, though these marine division markers carry no wires. Broadcast over the acreage so secured and marked the oysterman scatters his seed, then races back to the natural beds for more, like the minute-men at Lexington, "only pausing to fire and load."

So goes the race for two months, until sunset of the last day of June puts an end to seed gathering. There are other spring activities on the oyster grounds, however, for, in addition to the seed he plants, the oyster farmer hopes to harvest an additional crop from the seed he catches. So he must put out his traps. And these are nothing but old oyster shells. All season long at the shipping point "shellmen" daily gather the old shells and "rattlers," or injured oysters that the oystermen discard when they cull their oysters. All season long the shellmen's piles of shells mount higher and higher. When the planting season rolls round, they have reached mountainous proportions. And these old shells the planters now buy back at five cents a bushel or so. Loaded to the gunwales with old shells, the oyster ships go day after day to their owners' oyster-lands, where the shells are broadcasted, much as a farmer broadcasts lime upon his acres in the hope of getting a good clover "catch."

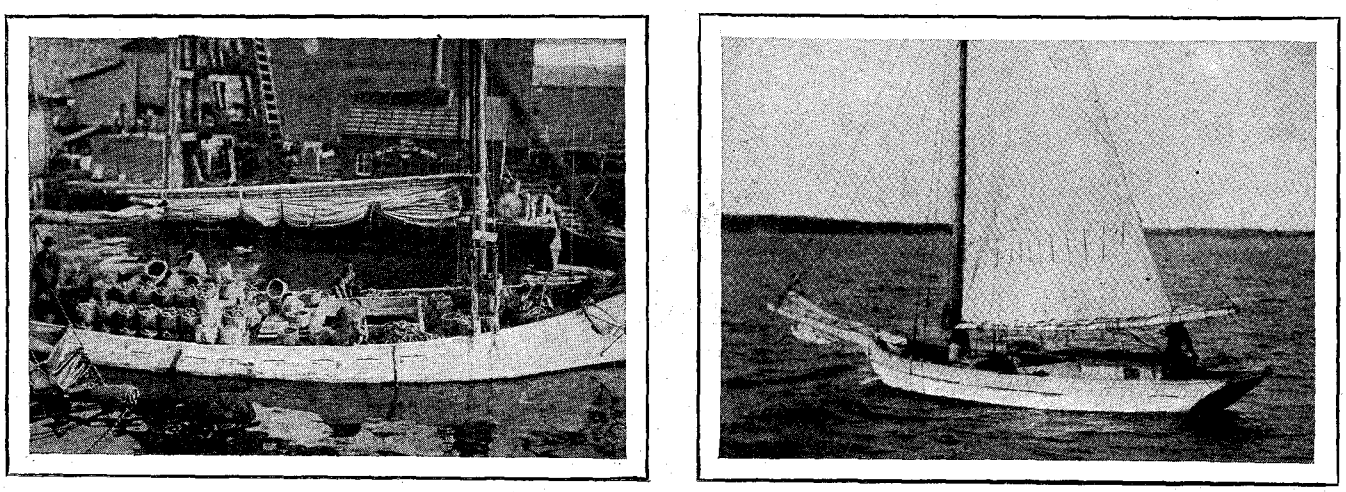
The little oysters these old shells are intended to catch are so tiny one cannot see them with the naked eye. In view of the incredible ostracean birth rate, that would necessarily be so. For perhaps two weeks following their birth these tiny fry move about in the water, mostly moved about by the water, seeking a place of attachment. For unless they can find some hard substance to fasten to they are doomed to destruction. They cannot live in the mud, like clams. They soon smother to death. So they hunt and hunt until they find safe anchorages—in the Delaware Bay old oyster shells—and then they make fast for life. At once and with incredible speed they begin to form and deposit calcareous matter, which both forms their own shells and sticks them fast to their anchorages. In ten hours they have grown so much they are as large as grains of pepper! After that, if they escape being covered with mud in a storm and smothered, or being eaten by turtles or starfish or king-crabs, or killed by drills or sponges, and if they get by a host of other enemies and dangers, they come, at the end of several years, to the oysterman's dredge, and thence to your table and mine. And we may buy them for Lynn Haven Bays, or Blue Points, or Saddle Rocks, or any other brand you ever heard of, and yet they may have come from the Maurice River Cove. Truly there are tricks in all trades.

I found this out the first day I was ever at the great shipping port at Bivalve. An old man in oilskins was whacking away at some small oysters with a tack-hammer—at least that is the way I would then have described the operation. I found he was culling oysters with a culling hammer. He tapped each oyster to make sure it was sound. If it gave forth a hollow noise, it was a "rattler" and went into the discard, to be hauled away later by some shellman. But if it was a good oyster, he knocked it loose from any other oyster or old shell it happened to be attached to, scraped off the mud and moss, and tossed it in a wire basket. When the basket was full, he rinsed its contents in a tub of water, drained them, and put them into a barrel for shipment. When I asked him what he was doing, he said he was "making" Blue Points.

To-day there is more romance in the oyster than in the oysterman. Time was when the oysterman was a sailor, when he went to sea, or at least to the oyster grounds, and stayed there a week at a time or until he caught a boat-load of oysters. Those days are gone. To-day the oysterman is a landsman who spends his working hours on a boat. He lives at home and goes to and from his work like the merest factory hand. But what he has lost in picturesqueness he has gained in efficiency. He catches two oysters as a landsman where as a sailor he got but one. The difference is due to that miracle worker we call gasoline.

In the old days an oyster-boat was necessarily a sailing boat. To-day it is the same craft, but it operates by gasoline, even though it still carries sails. Were it not that the State law absolutely forbids the catching of seed oysters with power boats of any description, the Delaware Bay fleet would doubtless long ago have abandoned its sails entirely. So now the sails are retained for use on the natural beds. And sometimes they help in dredging by steadying a craft, and again they are always helpful in the daily run to and from the oyster grounds when there is a favorable wind. And in some cases they are absolutely essential in rough weather. For some ship-owners have never installed gasoline engines for propelling their boats, but push their oyster ships instead with small power boats. Curious, indeed, is the spectacle of a goodly schooner, sails set perhaps, but being propelled by a chugging motor boat triced up snug against the stern. In still water, or when it is not too windy, that makeshift answers very well; but let the wind kick up a sea and the motor boat must cut loose. So the canvas sail is still the oysterman's trump card.

While yet the stars are shining the oysterman begins his day, for he aims to be at the oyster grounds by sunrise. Seemingly all the fleet wakes up at once. In the darkness scores of boats lie still



OYSTER BOATS ENGAGED IN THE CHESAPEAKE BAY FISHERIES

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

as painted ships at their moorings at the oyster wharves. Almost can one hear a pin drop in the silence. Fifteen minutes later the place is a-buzz with activity. Lights appear in ships' cabins and on shore. Smoke issues from scores of boats. The cooks have come aboard. Those hands who sleep on board are dressing. Others are coming from shore. Lanterns bob in the dark. Buckets drop into the tide for water. The heavy tramp of boots is heard on wooden decks. Voices sound through the darkness.

"Cast off!" comes an order from the captain of the outer boat of a half-dozen trussed up side by side to a pier end. A rope thumps on a deck. Slowly, almost imperceptibly, the shapely schooner begins to swing with wind and tide. The sails catch the breeze and belly out. The little craft describes a graceful arc, then heads down the river, her white sailing light flashing aloft, her red and green lanterns aglow in the rigging. Or, if she be propelled by a motor boat astern, a white light sparkles at her taffrail. Singly, in pairs, and sometimes even three or four abreast, the white boats head out to sea like a straggling line of sheep making for the pasture. For presently the line of sails stretches for miles along the tide and scores of oyster schooners trail each other down the peaceful Maurice River.

Within the snug, warm cabins hungry deck-hands are stowing away meals fit for kings; for the oysterman must have the best of everything, and plenty of it.

Then the bar is reached and crossed, generally, though the first day I went to the oyster grounds the entire fleet hung up on it for half an hour. And now the boats are near the oyster farms. Thirty thousand acres is a wide expanse, and for eight miles we chugged straight through oyster-beds before we came to the grounds we were to dredge, and the end of the oyster farms was still far distant.

"There's our corner stake," said a deck-hand to me, indicating a bunch of saplings that thrust up dead ahead. A moment later we passed the stakes. "Let go your dredges!" came the command from the wheel-house. Overboard plunged the iron dredges, one on either side, while the crews stood by, ready to handle the catch. Baskets, culling hammers, and oyster shovels were within easy reach.

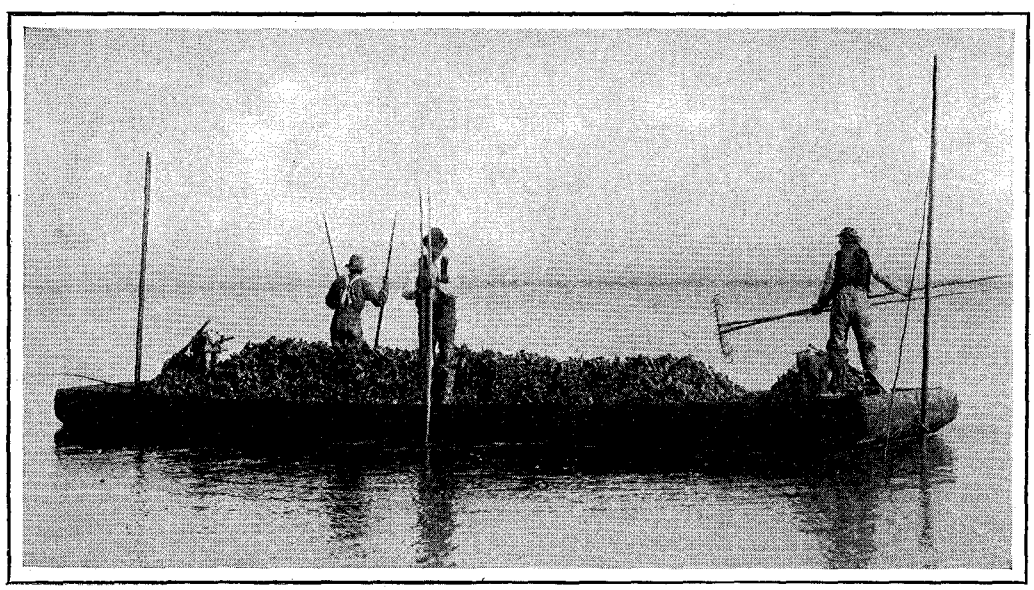
On we went for some space. Suddenly a noisy clanking arose in the hold. The winding drums began to revolve. One of the dredge chains became taut, then was rolled in by the revolving winder. Then the dredge itself shot out of the water, like some huge monster of the sea, slid up over the roller in the ship's rail, and was seized by sturdy hands and hauled inboard. The catch was emptied on the deck, the dredge dumped back into the brine, and, dropping to one knee, each man in the dredge crew seized a culling hammer and began to separate the ostracean sheep from the goats. The good oysters went into baskets—primes by themselves—and old shells and "rattlers" into the discard heap. Fast and nimble were the workers, yet before they could completely cull the pile the chain began to rattle once more and the dredge to come in. Seizing shovels, the cullers flung the discarded shells back into the deep, the while a new dredgeful was coming over the side. So from sunrise to ten o'clock the dredges came up, one after the other, culling hammers went tap, tap, tap, incessantly, shovels flashed in the sun, old shells went plunging back into the sea, and the pile of good oysters grew amidships by the hundreds of baskets. Then a whistle blew. The engine stopped. The deck-hands dropped their implements and trooped to the cabin. Dinner was served.

The meal eaten, work was resumed. Until two o'clock dredging continued. Then the dredges came up for the last time and were stowed aboard. The ship picked up her heels as well as a ship could that carried four hundred bushels of oysters on her deck, and by four o'clock had covered the sixteen miles that separated her from her pier. Then the oysters were shoveled to a float, where they were to lie in the brackish water to clean and fatten, the deck was rinsed, and everything made shipshape. By five we were tied up for the night at our pier, where other workers had fetched the fattened bivalves in scows from other floats, and were busy reculling, counting, sacking, and stowing oysters aboard the waiting trains that daily carry eighty to one hundred solid cars of oysters from this great American oyster port.

One cannot see this enormous traffic in oysters without being reminded of those that accompanied the walrus and the carpenter on that fatal walk along the shore. For,

> Four other Oysters followed them,
> And yet another four;
> And thick and fast they came at last,
> And more, and more, and more.

And doubtless all of us have played the parts of the walrus and the carpenter. But, fortunately, there is little danger of all our oysters going the way of those that followed the walrus and the carpenter. For in time our oystermen have learned that if you put nothing in you get nothing out. And so, though the incredible ostracean mortality rate for infants may help to keep up the price, artificial cultivation will doubtless insure a continuation of the species.



TONGING FOR OYSTERS IN CHESAPEAKE BAY

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

A RETROSPECT

BY MARION COUTHOUY SMITH

"You being gone, how should I find your mate
For gentle thought and brave imaginings?"—
So once I sang; but soon those vivid wings
Were spread in flight beyond my little gate.

"How should the forest set its music free
Lacking the wood-thrush, with his silver call?"—
I asked: but now on eager ears may fall
No single note of that spent melody.

For you are gone; and neither prayer nor art
The laughter of your presence may restore.
But yet your spell is with me as before;
Your music conquers silence in my heart.

MORE ABOUT THE MORON

BY BARRON C. WATSON

IN a magazine of recent date I read a terrifying article about the number of morons in the United States. The writer adduced from statistics relating to our drafted army and from other sources the conclusion that a majority of all our citizens were morons, and then reasoned that, since the majority rules, we must be governed by a class of men with the mentality of twelve-year-old children.

With my National egotism much chastened by this startling revelation, I spent some time in reflection. Some questions occurred to me: What do these morons look like? Who is this twelve-year-old by whom they are measured? How much does a child of twelve know? Is there a race of super-morons, who attain, say, to a mentality of sixteen years, and form possibly another thirty-three per cent of our population? By what instrument is a mind measured, and who are the official measurers?

I have had a very illuminating opportunity to witness some official measuring, and can perhaps relieve the anxiety of readers who are concerned about this new peril.

Some months ago I was a civilian instructor in general education at a coast-defense fort in New England. During the previous summer a million dollars had been spent on a school for instructors at Fort Grant, near Chicago, and at this school, which I did not attend, a system of text-books and psychological tests for mental measurements had been devised. Then when the soldiers' schools like mine were in session experts came periodically to measure the capacity and growth of the students' minds and to determine who the morons were.

At that time, the fall and winter of 1920–1, the Army was recruiting as rapidly as possible, and candidates for enlistment were not required to pass a literacy test. I had men who could not read or write in any language, foreigners who could not write the English language, and men who had been through the first few grades of grammar school. There were a few soldiers in the school who were more advanced, but most of the pupils were classed as illiterates. Of the whole number I tried to instruct during the year about seven per cent were either very stupid or half-witted; the others were fairly bright boys and men who had had very little or no schooling.

The expert appeared, provided with blanks to be filled out by the boys according to directions which he read aloud. These tests were divided into grades named after the letters of the Greek alphabet, and some of them would have been difficult for a well-educated man to have passed, as they were full of mental twisters and had to be done rapidly—the expert used a stop-watch.

The tests were almost impossible for my men. Some of them quit after the first question because they didn't know what the examiner was talking about. For instance, if the examination sheet had pictures of a half-dozen geometrical figures on it and the expert read rapidly, "If water is the liquid form of ice, put a cross in the semicircle; if not, put a triangle in the oval," and the man didn't know what a semicircle or oval was, he would give up the question. If he failed on all the others for similar reasons, he would be listed in some records at Washington as a mental deficient, and go to swell the total to show some startling and false National average, when in truth he was only an ordinarily intelligent man with a small vocabulary.

The psychologists who have made most of the tests to determine mental capacity, native intelligence, powers of observation, etc., have overlooked some factors that affect their results. One is that the tests may be couched in language that is unfamiliar to men who are intelligent but uneducated; another is that pencils and pens and paper are strange and awkward tools to a man who has spent little time in school and has not worked in a clerical trade. Some college professors would pass a poor examination with pick and shovel under the direction of a gang boss speaking the jargon of his class and trade.

During the war, officer material was selected and men were graded by tests similar to those, and to-day corporations are using the same method to determine who shall be promoted to executive positions. I think that in the war the method was efficient, since it mainly selected educated men, and for quick training they are better material because they can make better use of technical text-books. Opinions as to the value of such tests in business vary. As a basis for forming statistics to show the percentage of morons in the United States I consider most of the tests which have been used worthless.

I do not believe that half the men in this country are morons, and I do not think that tests that show such a condition are based on common sense. It is probably true that half of our citizens are very poorly educated, and that is bad enough. After going through college and working since at several different things and with all sorts of men, I am convinced that the proportion of the simple ones of the earth is not much greater on farm or ship or in mine and factory than it is in classic halls.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

THE BOOK TABLE

GEORGE KENNAN'S BIOGRAPHY OF E. H. HARRIMAN[1]

BY FREDERICK M. DAVENPORT

GEORGE KENNAN has done an able piece of work in memory of Edward H. Harriman—a piece of work that will enlarge the reputation of Harriman among Americans as one of the most vigorous and useful public personalities of his period. His daring, his courage, his tremendously constructive vision; his will to do, not so much for the sake of power, although he loved power, as for the sake of making his railways serve his country and the world. This picture from out the pages of Kennan's volumes makes an ineffaceable impression on the mind.

Harriman loved power and used ruthlessly every bit of it that he possessed when it was necessary so to use it. The ruthless side of Harriman, which was distinctly in the America of his period and showed itself both in American finance and in American politics, is too lightly touched by Kennan. Thus his biography becomes on this side an apology, when it should have been a human interpretation. There is a vast deal of paper wasted in justifying the Chicago and Alton activities of Harriman, which were the subject of comparatively unsuccessful attack by the Inter-State Commerce Commission and the Federal Government. Kennan pleads that everything was legal, within the rules of the time, and that the Government could not find otherwise. While this is measurably true, it is also true that the Chicago and Alton activities of Harriman are those, in particular of all his doings, which display from the beginning a dominant interest in profit rather than in railway soundness and service. In this respect the Chicago and Alton matter is very difficult to explain, because it seems unlike Harriman in any other of his great railway dealings.

Kennan has been very successful in his chapters on "The Break with Roosevelt" in establishing in the reader's good will the position of Harriman. This is all the more surprising because in its day the Roosevelt point of view swept all before it and public opinion in the country at large was heavily anti-Harriman. During the Roosevelt Administrations Harriman was the great railway figure of the country. He had combined the Union Pacific and Southern Pacific and Central Pacific and Oregon Short Line into a great system which dominated the economic and often the political western part of the United States. After the vigorous struggle against them, he had joined with Hill and Morgan in the formation of the Northern Securities Company, to establish forever railway unity in the western and northwestern sections of the United States. Unfortunately for him, because nothing came of it but trouble, Harriman had dipped into New York State and National politics, in a field in which he had not a clever hand. He had become, as so many wealthy men have been beguiled by politicians into becoming, a collector of campaign funds in emergencies for the party, and the results to Harriman were not satisfactory. He thought that he had not obtained that peculiarly square deal out of it, that reasonable *quid pro quo* which many a business man has expected under the same circumstances! Congressman James S. Sherman had come to Harriman for financial help in the Congressional elections of 1906, had been sadly rebuffed, and had reported to President Roosevelt some very unwise alleged remarks of Harriman about an easier and more direct way of reaching Legislatures, Congress, and even the judiciary.

It was on the basis of the report of Sherman and on the basis of the general psychology of the period against railway arrogance and combination, of which Roosevelt was the National spokesman, that the President attacked Harriman as a typical malefactor of great wealth and a general all-around undesirable citizen. Harriman was caught in a very unequal political struggle, and was much disturbed. It so happened that Maxwell Evarts, a son of Justice Evarts, had been present with Sherman at the campaign conference with Harriman. Harriman took Evarts to the White House, where Evarts declared that no such language as Sherman had reported had been used by Harriman on that occasion. Although this should perhaps have been sufficient to have caused at least a shadow of reasonable doubt upon the Sherman-Harriman controversy, it never altered Roosevelt's policy towards Harriman in the slightest.

In fact, other Harriman-Roosevelt episodes in Kennan's volumes go far to convince the reader that Roosevelt, though he meant to be, was, in fact, not entirely just to Harriman. Harriman, with all his faults, appears to have been an intensely patriotic American. One of his most dynamic acts of patriotic service was his saving of the great Imperial Valley in southern California from the overflow of the runaway Colorado River, following a series of gigantic floods in the year 1906. Nothing but the dogged persistence and overwhelming efficiency of Harriman saved the homes and the lives of many thousands of people and many millions of Government property. The whole Southern Pacific Railway organization was thrown into the breach, although the Southern Pacific had far less to lose than any other party in interest. The Government at Washington was helpless, but at Roosevelt's urging Harriman stuck to the task in the face of vast obstacles. He finally won, closed the breach and saved the wonderful Imperial Valley. It was at the very time when the Federal Government was hot on the trail of Harriman, and Roosevelt did him scant justice for his great service.

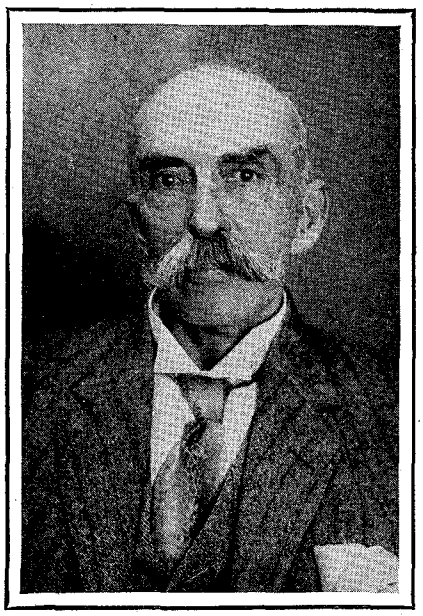
It is an interesting problem in human psychology, but I think understandable. As a matter of fact, each in his own field, Harriman and Roosevelt had notable characteristics in common. Harriman had the same daring, the same courage, the same constructive vision in business and finance that Roosevelt had in politics. And I have never known two men so much alike to understand each other, anyway. Besides, they had something of the same ruthlessness when it came to putting across what each thought should be put across. The true friends of Roosevelt always recognized both his great unselfishness and his terrific ruthlessness when once his mind was fixed upon a goal and those whom he thought he had reason to regard as enemies of his country were in his way. At times like that a passionate sense of getting a thing done right took possession of him, to the exclusion of all thought about personalities, friendships, or too close and enfeebling an analysis of facts. It was a terribly effective quality for the good of his country, but it sometimes led him into injustice to persons.

In the Harriman case, Roosevelt was the fighting leader of righteousness against some of the iniquities of the railways in his time. Harriman was a type. Harriman personified the iniquity. In his passionate eagerness to win the battle, as he conceived it, for his country Roosevelt instinctively preferred the testimony of Sherman to the testimony of Evarts and paid no attention to which of them might be mistaken, paid no regard to reasonable doubt. The testimony of Sherman nailed the malefactor of great wealth to the cross and did more than anything else to weaken Harriman in the battle before the public opinion of the country.

Both Harriman and Roosevelt were great. Each of them sought, with a greater or less degree of unselfishness, the honor and prosperity of his country. With Harriman financial profit and commercial power counted much; with Roosevelt they counted nothing. Harriman had wonderful economic vision, greater than Roosevelt's. Roosevelt had wonderful political and moral vision, the greatest of his age. It is not necessary that Roosevelt's friends should make

[1] E. H. Harriman: A Biography. By George Kennan. 2 vols. Houghton Mifflin Company, Boston. $7.50.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



Bain

GEORGE KENNAN

him an idol; that would only mar his fame.

Kennan makes out a good case for the human side of Harriman. When he was still a very young man and had neither wealth nor reputation, he gave himself with abandon to the organization and maintenance of a famous boys' club of very large membership on the East Side in New York, a club that for thirty years he backed in its many good works with zeal and faithfulness. In 1907, two years before Harriman died, after one of the entertainments in the club auditorium, a reporter for the New York "Herald" interviewed some of the boys as to their impressions of their founder and helper. These boys had seen Mr. Harriman. Some of them had talked with him. One of them, twelve years of age, said: "Mr. Harriman's a great man. He's the president of a railway, and he's worth a couple of thousand, anyway. He's a quiet man, and never tells anybody down here anything about his business. He isn't what I'd call a good-looking man, but I'll bet he could put up a good fight. He lives 'way uptown somewhere, in a house all to himself."

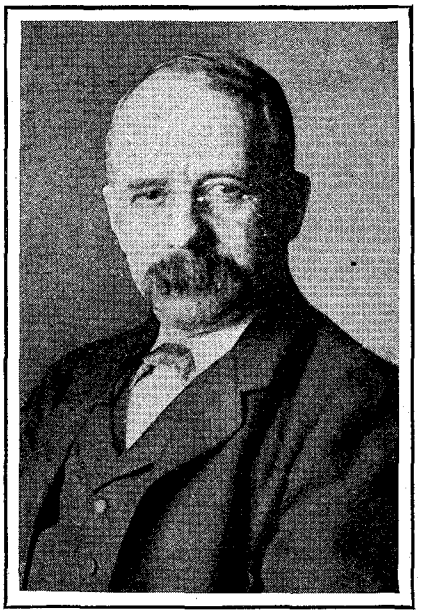
Another twelve-year-old: "He is the nicest man I ever saw, and he gives us boys uniforms and pays for our plays. He looks just like a man who lives down here on our block, and you wouldn't think he's such a wonderful man. His clothes are just like my father's and he talks just like the rest of us. He works all day and all night, but he has to, because his railroads run all the time and he has to tend to them."

One boy, fifteen years of age, said: "I'd rather be President of the country than president of the railways, because if you're president of the railways people say you're a bad man. They say things like that about Mr. Harriman, but we know they ain't true. If they were, he wouldn't treat us boys the way he does. Nobody makes him—he just does it himself."

Harriman's scientific expeditions to Alaska with John Burroughs and John Muir, his lifelong support of Dr. Trudeau in his splendid work with victims of tuberculosis at Saranac, his vast helpfulness at San Francisco at the time of the great earthquake and fire, his constructive conciliation whenever compromise was necessary to progress—these and many other incidents of his life disclose a human nature that was far from being selfish and refractory underneath, however much the surface impressions of personality might at times indicate the contrary.

Harriman was always in a struggle with the economic shortcomings of American public opinion and the American Government about railway affairs. Undoubtedly the political organization of the railways in many a commonwealth and the monopolist trend of railway minds aroused an instinctive and on the whole sound opposition on the part of the American people. But the right was not all on the side of the railway reformers. Every year since Harriman died has disclosed the need of greater unity of action and organization in order to eliminate inefficiency and waste from American railways. American law, American government, and popular opinion have always been opposed to "pooling" of railway interests. I think economists are now generally agreed that if long ago pooling had been freely allowed under Federal supervision both the railways and the country would be economically better off than they are at present. Harriman's genius and vision were in line with sound economics. But, it is also true that, in the last analysis, if either a Harriman or the country is to control, it must be the country.

The battles and skirmishes between Harriman and Morgan as set forth in Kennan's pages are very illuminating. Morgan was intrenched in the center of financial power, and usually the technical honors of the struggle went to him, as notably in the battle for the control of the Northern Pacific. On the other hand, Harriman's ideas about railways were usually wiser than Morgan's and turned out that way in the end. Harriman single-handed saved the Erie from the mistakes of Morgan. And the Union Pacific system itself is a monument to the superior insight of Harriman, who reorganized the road with enormous and permanent success after Morgan gave it up. In fact, one gets the impression that Harriman was nearly as good a financier as Morgan and a far better railway man. The growing hostility and dislike of the house of Morgan to the rising figure of Harriman were obviously an asset to the Federal Government in its hunting of Harriman, although it must be said for Roosevelt that he attacked Morgan and Harriman without fear or favor, each in his own time and each for the purpose of winning the battle of the country against what Roosevelt regarded and the country regarded as the iniquities of the railways.



(C) Underwood

E. H. HARRIMAN

Harriman was a hard-working genius, but he was a genius born. At every stage he had the touch of a master workman and the vision of a master mind. He saw that a great unified railway system was essential to the arousing and developing of the mighty West. He furnished the perfect railway system, and the West responded. Somebody in an argument before the United States Industrial Commission said disparagigly: "Harriman didn't create the great West. God Almighty did that." To which Kennan replies with the story of the Russian peasant who begrudged the ten kopeks that he had to pay for a teakettle full of hot water. "God made the water," he declared, "and he gives it freely to everybody." "Yes, my little brother," replied the dispenser of the hot aqueous fluid, "God made the water, but he didn't make it hot around these parts. If you want God's water, go to the river and fill your old teakettle."

Harriman's vision was a world vision. He nearly succeeded in girdling the earth with a transportation system by water and rail. If it had not been for the inopportune sentiment created in Japan just then by the terms of the treaty between Japan and Russia—terms which were none too generous to Japan, anyway—Harriman would probably have completed an agreement with Japan and Russia for the development of the South Manchurian and Trans-Siberian railways in connection with his own Union Pacific roads and steamers. Thus he would have girdled the world. Japan nearly acquiesced, but not quite. At the vital moment Japanese sentiment revolted against any sort of American interference or control in that part of the world where she herself had secured,

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

at least from her standpoint, all too limited rights and privileges following much bloodshed and loss of treasure.

Harriman was born in an Episcopal rectory and inherited a certain pioneer daring from his father, who wandered as far as California in search of a pulpit; but the son inherited his balance and business capacity from his mother's side. He had conspicuous initiative and energy from the beginning. Dr. Trudeau, of Saranac, relates an incident of one of Harriman's trips as a young man to Paul Smith's Hotel in the Adirondacks. Paul Smith had purchased somewhere a gilt ball, which with great pride he had placed on the flagpole in front of the hotel. "I told Paul," says Trudeau, "that I knew if Ed Harriman got sight of that ball when he arrived the first thing he would do would be to shoot at it. As the stage stopped, Harriman jumped out, rifle in hand, caught sight of the bright ball at the top of the flagpole, and put a bullet through it before shaking hands with us all."

Thoroughness was Harriman's life motto. When he took possession of the Union Pacific, the road was in a deplorable condition. He learned all about it in an extraordinary way. With his engineers grouped about him in the observation car, he had the engine back that car over the thousands of miles of his new line that he might chart every defect in rail or tie or bolt or curve or grade in the whole system. He seems never to have touched a railway without making it a better institution for the service of the community through which it ran and a more profitable property for everybody concerned. In this respect he was a marked contrast to the Jay Gould type.

It is doubtful if we shall see his like again. He belonged to the period of giants who made great contribution to material progress. In the early years of his era American government and public opinion were in a rather parlous state, measurably futile, and much looked down upon by the pioneering self-reliance of the giants. We now have a keener public opinion and a Government ever ready to act interferingly upon short notice. This is well. But is community efficiency going to take the place of the enormous individual efficiency of these earlier giants? Democracy has some distance to go before it fulfills the twofold function of looking out for the general welfare and at the same time providing efficiency and initiative either from public or private sources to make general welfare prosperous and productive.

THE NEW BOOKS

DRAMA

ESTHER AND BERENICE. Two Plays. By John Masefield. The Macmillan Company, New York. $2.

The two dramas offered by Mr. Masefield in this volume must not be taken seriously by his readers. They were written primarily for a little group of amateur actors, among whom was the poet's daughter, Judith; and to afford this group simple dramas in verse, employing few properties and yet having stirring declamation and strong situations, Mr. Masefield turned to Racine. "Berenice" is for the most part a direct translation, but "Esther" is more of an adaptation, for the poet has removed entirely the French choruses and substituted matter of his own and greatly simplified the speeches. The results are two plays that would seem to be admirable additions to amateur drama, particularly to high school and small club endeavors.

IF. By Lord Dunsany. G. P. Putnam's Sons, New York. $1.75.

The idea of "If" is extremely entertaining, and it affords Lord Dunsany opportunity to introduce a large number of his exotic figures of romance from some mysterious land of the East. John Beal misses a train, and for ten years he wonders what would have happened if he had caught it. A magic crystal gives him opportunity to go back ten years in his life and catch that train, and the major portion of the drama presents the strange things which happen to him, among them his being whisked off to the East. The play is written in a vein of farce slightly more pronounced than we have been taught to look for from Lord Dunsany, and there are even signs that he had his eye on a possibly successful stage production. Still "If" is extremely amusing reading.

HISTORY AND POLITICAL ECONOMY

GREAT AMERICAN ISSUES. By John Hays Hammond and Jeremiah W. Jenks. Charles Scribner's Sons, New York. $2.

Instead of limiting the number of immigrants in any ethnic group to a percentage of such group residing here, these authors propose as a test the readiness with which various immigrating races tend to become citizens in their new country. Certainly such a policy, rather than the other, would improve the quality of our immigration. Moreover, its control should, as the authors suggest, be intrusted to a commission composed of members of highest quality and with powers permitting it to be lenient in requirements for admission at times when we need labor and rigid during periods of unemployment. Changes in the tariff can be most wisely worked out, warn these authors, as recommendations to Congress by a permanent tariff commission whose interests will be entirely non-partisan. In the relations between capital and labor the objects to be attained can be reached, not by separate, but by combined action. This explains, as the authors affirm, why labor leaders support and why certain reactionary capitalists oppose the principle of collective bargaining. At a time when the record of Mr. Hoover as Secretary of Commerce calls attention to the part played by engineers in our Government the reader will note the opinion of one of our most eminent engineers, Mr. Hammond, as to the contributions that can come to our political life from the profession of engineering. He says:

> The engineer is exceptionally well qualified for public service. The quality of his training and the nature of his work compel him to take up every problem in the spirit of empirical science—a search for the truth; and he is accustomed to arrive at his conclusions only through a process of reasoning instead of through the influence of sentiment.

POETRY

SECRET WAY (THE). By Zona Gale. The Macmillan Company, New York. $1.50.

Miss Zona Gale in her first book of poems attempts several forms with a high degree of success. She writes fairy stories in Spenserian stanzas, homely sketches of a Wisconsin town in free verse, employs *terza rima* with a deft touch, offers some excellently turned sonnets, and even includes a group of Hokku. She is not primarily a poet and poetry undoubtedly occupies a lesser place in her intellectual scheme than her prose, but there is a fine degree of sincerity in her verses. There is no doubt but that the "News Notes from Portage, Wisconsin" are the best part of the book, but none of them are quite short enough to lend themselves for successful quotation. The reader must be contented with "Wonder!"

Here are the shadows veiling green
with gray
And winning all the wonder from the
light;
Here phantom fragrance swells and
fails like sound;
The hour distills itself to dark; the
day
Dreams in its grave and lo, the dream
is night.

Beloved, all the marvel of the May,
The altared dark, the petals' solemn
white,
The moments rich with farewell from
the lips
Of dying moments—what are these?
We lay
Our love beside them and exceed the
night.

BOOKS RECEIVED

FICTION

BESIDE THE TIDEWATER. By Philip Hubbard. The Cornhill Publishing Company, Boston. $1.75.

RED BUD WOMEN. By Mark O'Dea. The Stewart & Kidd Company, Cincinnati. $2.

ESSAYS AND CRITICISM

CATHOLIC SPIRIT IN MODERN ENGLISH LITERATURE (THE). By George N. Shuster. The Macmillan Company, New York. $2.

EDUCATIONAL

BRIEF SPANISH GRAMMAR. By M. A. De Vitis. Allyn & Bacon, New York. $1.40.

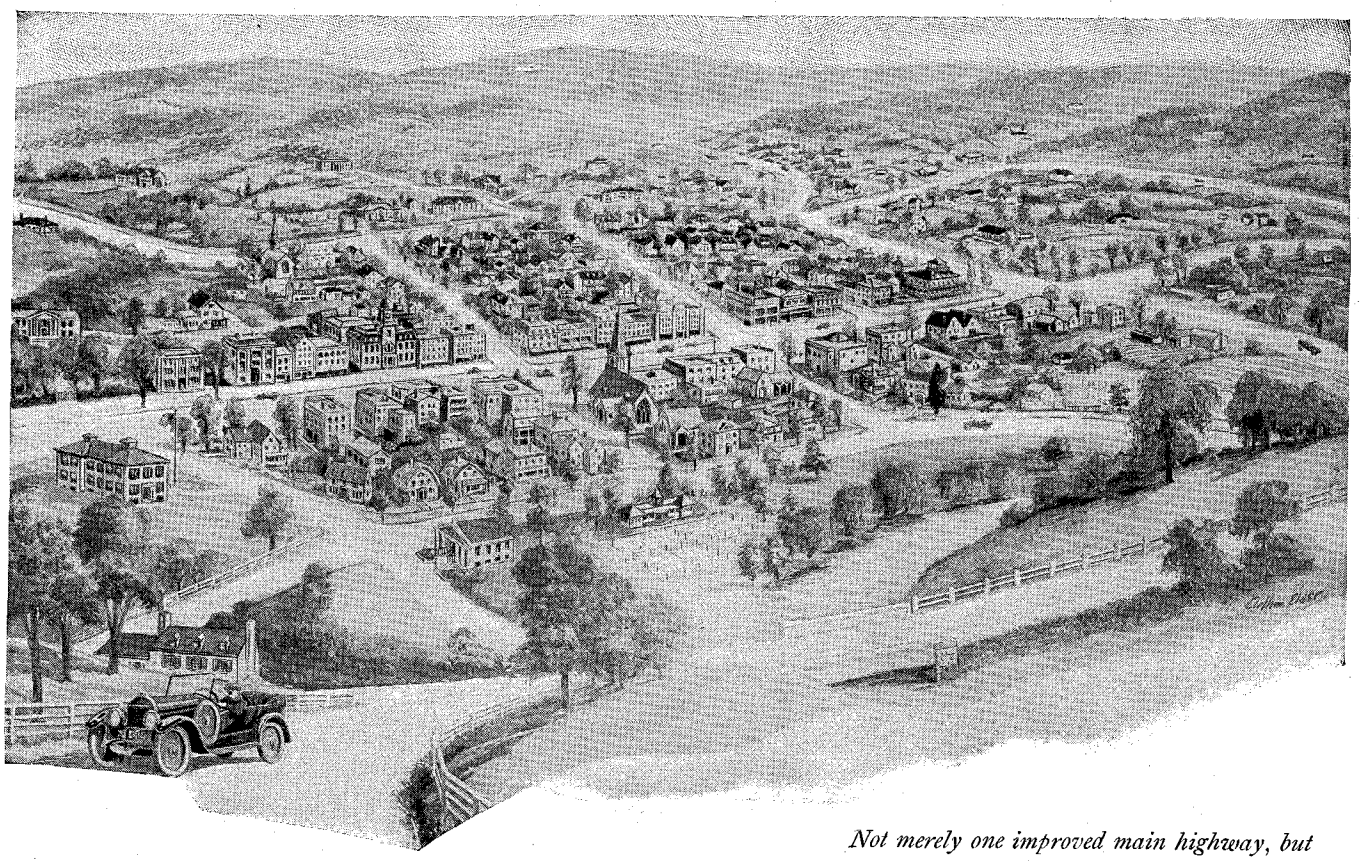
EVERYDAY USES OF ENGLISH. By Maurice H. Weseen. The Thomas Y. Crowell Company, New York. $2.

HEALTHY CHILD FROM TWO TO SEVEN (THE). A Handbook for Parents, Nurses, and Workers for Child Welfare. By Francis Hamilton MacCarthy, M.D. The Macmillan Company, New York. $1.50.

SCIENCE

SCIENCE AND HUMAN AFFAIRS. By Winterton G. Curtis. Harcourt, Brace & Co., New York. $4.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



Not merely one improved main highway, but a network of smooth, dustless, economical roads—this is "The Magic of Tarvia."

The Magic of Good Roads—

HALF a century ago the railroads reached far out into the wastes of the continent—tapped vast reservoirs of undeveloped wealth—lifted the pall of isolation from frontier life.

Today, improved highways are completing the work that the railroads then began—are doing for individual districts what the railroads did for the country as a whole.

The old-time "isolated community" is rapidly vanishing. In its stead are seen progressive towns and villages—centers of ever-widening circles of business activity. This is the magic of good roads.

Nor are the benefits confined to towns and villages. Good roads make farming more profitable. They bring to the farmer and his family greater social advantages and better educational facilities. They make farm life more attractive.

Yet with all their blessings, good roads need not be expensive. Whether for residential streets or country highways, Tarvia is the quickest, surest, most economical way to all-year roads, free from mud, dust and ruts and proof against water, frost and traffic. It is a coal-tar product made in grades to meet every road condition.

One Tarvia road in your community will prove to you and your townspeople how good roads, with all their benefits, can be had at low cost.

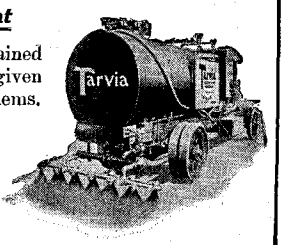
Illustrated booklets free upon request.

Tarvia

For Road Construction Repair and Maintenance

Special Service Department

This company has a corps of trained engineers and chemists who have given years of study to modern road problems. The advice of these men may be had for the asking by any one interested. If you will write our nearest office regarding your road problems, the matter will be given prompt attention.



New York Chicago Philadelphia Boston
Detroit New Orleans Birmingham Kansas City
Atlanta Duluth Salt Lake City Bangor
Milwaukee Toledo Columbus Richmond
Baltimore Omaha Houston Denver

The Barrett Company

St. Louis Cleveland Cincinnati Pittsburgh
Minneapolis Dallas Syracuse Peoria
Washington Johnstown Lebanon Youngstown
Latrobe Bethlehem Elizabeth Buffalo
Jacksonville San Francisco

THE BARRETT COMPANY, Limited: Montreal Toronto Winnipeg Vancouver St. John, N. B. Halifax, N. S.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

FINANCIAL DEPARTMENT

The Financial Department is prepared to furnish information regarding standard investment securities, but cannot undertake to *advise* the purchase of any specific security. It will give to inquirers facts of record or information resulting from expert investigation, and a nominal charge of one dollar per inquiry will be made for this special service. All letters of inquiry should be addressed to THE OUTLOOK FINANCIAL DEPARTMENT, 381 Fourth Avenue, New York.

MILK OUT OF A STONE

THERE is much talk nowadays about a living wage for all those who engage in industry. If it is true that human beings are entitled to a living wage, what about businesses which are essential to the industrial life of the Nation also being entitled to a fair percentage of earnings? If a man cannot earn enough money to supply himself with decent food, clothing, and living quarters, it goes without saying that that man's efficiency will not be as high as that of another man who can get these things. Few people will argue this point, whether or not they consider that every one is in fact entitled to a minimum compensation for his services. No starved horse can pull a heavy load.

So it is with business enterprises. Unless their earnings are sufficient to enable them to function properly they cannot render efficient service. This applies particularly to industries like the railways, the transit companies, and the lighting and power corporations. The whole theory of these enterprises is to render efficient service to the public. Billions of dollars of capital are invested in them and they are in constant need of additional capital. In order to attract investors a fair return

A Guide to Investment Selection

OUR monthly booklet, *Investment Recommendations*, serves many investors as a guide to the purchase of securities.

It contains a diversified list of securities, including government, municipal, long and short-term corporate issues, and other recommended bond offerings of attractive yield.

Concise descriptions are given of many of the securities together with current financial data on the issuing companies. This information will be found valuable in the selection of suitable investments.

Upon request, at any of our offices, we shall be glad to send you the current issue of *Investment Recommendations*.

MAIN OFFICE: GUARANTY TRUST COMPANY BUILDING, 140 BROADWAY, NEW YORK

OTHER OFFICES:

NEW YORK
Fifth Ave. & 44th St.
Madison Ave. & 60th St.
ALBANY, N. Y.
ATLANTA, GA.
BALTIMORE, MD.
BETHLEHEM, PA.
BOSTON, MASS.
BUFFALO, N. Y.
CHICAGO, ILL.
CINCINNATI, O.
CLEVELAND, O.
ERIE, PA.
HARRISBURG, PA.
HARTFORD, CONN.
JAMESTOWN, N. Y.
JOHNSTOWN, PA.
MINNEAPOLIS, MINN.
PHILADELPHIA, PA.
PITTSBURGH, PA.
PORTLAND, MAINE
PROVIDENCE, R. I.
READING, PA.
ROCHESTER, N. Y.
ST. LOUIS, MO.
SAN FRANCISCO, CAL.
SCRANTON, PA.
WASHINGTON, D. C.
WILKES-BARRE, PA.

Guaranty Company of New York

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

upon the money invested must be assured. The rates which these corporations may charge are determined by State and National commissions, which is another way of saying that they are paid fixed wages, just like the individuals who work for them. If these wages are not sufficient to insure adequate service and a fair return upon the capital invested, how is capital to be obtained? Corporations engaged in rendering service to the public are entitled to a living wage just as much as any individual, for the fortunes of the whole country, millions of individuals, are bound up in them, and their existence is essential to our National life.

When a railway or a trolley company, or a gas or electric company, applies for permission to increase rates, a loud howl instantly goes up from thousands of throats, and the occasion is usually seized upon for personal advantage by numerous politicians. It is a curious circumstance of American life that we view almost every move of these kinds of companies with suspicion. There is another side to the question, however, that frequently has been too little considered, and to illustrate what it is a little story may be of assistance.

In a small town of the writer's acquaintance there lives a woman accustomed to ride back and forth to a neighboring city, five miles distant, every day for business. The trolley company charges one fare each way. Several years ago the fare was five cents; now it is eight. Recently this woman launched a bitter tirade against the trolley company because of what she described as its exorbitant charges.

"Suppose," the writer asked her, "the trolley was not there; how would you get to work?"

She didn't know. She admitted that it is too far to walk. A taxi would be out of the question, and the streets are too crowded with traffic to make a bicycle safe, and on many days the weather makes bicycle riding out of the question. The conclusion seemed to be that the trolley was the only feasible means of transportation.

"Very well," we said. "Is eight cents much to pay for a five-mile ride?"

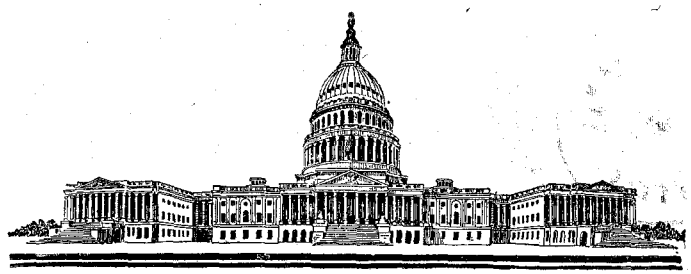
"Perhaps not," she admitted.

"All right, then. One final question," we said. "Suppose the trolley company cannot operate its cars unless the passengers pay an eight-cent fare. Would you rather pay the eight cents or have the trolley line given up?"

She said that she was convinced.

People too often ignore this aspect of the matter.

Another thing we as a people like to do is to criticise the service these corporations render us. Perhaps one reason for this is that we are spoiled, accustomed to such good service generally that any breakdown is exaggerated in importance. But remember that none of these companies gives poor service intentionally. When the electric lights go out all over town and stay out for an hour, it is well to bear in mind that all the electric-light meters stop registering for an hour too, and the company is that much out of



7% IN THE NATIONAL CAPITAL

WASHINGTON enjoys the distinction of being the only city in America which has directly back of it the tremendous power of the United States Government in improvement and development.

Our 7% Safeguarded First Mortgage Investments are secured by improved, income-producing property in Washington, and have behind them our record of *no loss to any investor in forty-nine years.*

These investments are offered in denominations of $50, $100, $500 and $1,000, with a choice of maturities from two years to ten years. Under our Investment Savings Plan partial payments earn 7%.

Write today for Booklet S-7

The F. H. SMITH COMPANY
Founded 1873
First Mortgage Investments
WASHINGTON, D. C.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

B.V.D. Underwear is Identified by This Red Woven Label
MADE FOR THE
B.V.D.
BEST RETAIL TRADE
(Trade Mark Reg. U.S. Pat. Off. and Foreign Countries)
No Underwear is B.V.D. Without It
The B.V.D. Red Woven Label is the Trade Mark by which The B.V.D. Company assures you the far-famed comfort, long wear and dependable quality of its product.
The B.V.D. Company
New York
SOLE MANUFACTURERS OF "B.V.D." UNDERWEAR
"B.V.D." Sleeveless Closed Crotch Union Suits (Pat. U.S.A.) Men's $1.50 the suit, Youths' $1.00 the suit.
"B.V.D." Coat Cut Undershirts and Knee Length Drawers, 85c the garment.
39

Bonds Up or Down?

If you now hold or contemplate the purchase of Bonds as a long swing investment by all means read

Babson's REPORTS

Barometer letter just off the press. It gives you the plain unbiased facts and shows you what's coming. This information is of vital importance to every investor.

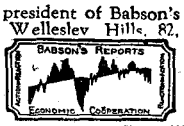
Report on Request

This Barometer Letter and Booklet—"*Getting the Most From Your Money*"—is available for distribution to interested investors, gratis.

Tear out the Memo—*now*—and hand it to your secretary when you dictate the morning's mail.

MEMO
For Your Secretary

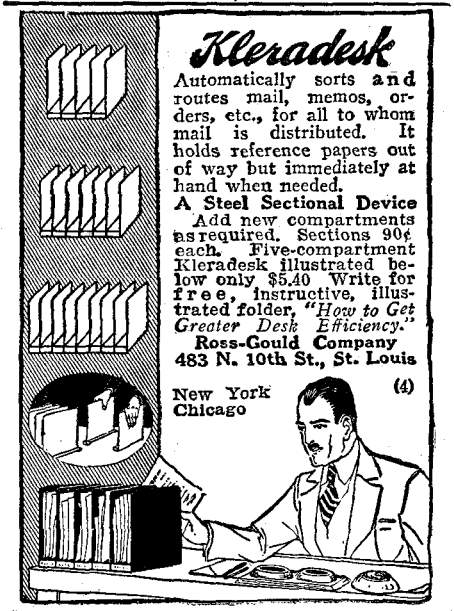
Write Roger W. Babson, president of Babson's Statistical Organization, Wellesley Hills, 82, Mass., as follows: Please send me Bulletin H37 and booklet "*Getting the Most from Your Money*" —gratis.



ARE YOU AN INVESTOR?

During the past year the Financial Editor of The Outlook has helped hundreds of Outlook readers to solve intelligently their particular investment problems. Perhaps you are contemplating a shifting of your present holdings or have fresh funds to invest. In either case we shall be glad to give you specific information on any securities in which you may be interested. A nominal charge of one dollar per inquiry will be made for this special service.

The Outlook Financial Department,
The Outlook Company, 381 Fourth Avenue, New York City



Kleradesk

Automatically sorts and routes mail, memos, orders, etc., for all to whom mail is distributed. It holds reference papers out of way but immediately at hand when needed.

A Steel Sectional Device

Add new compartments as required. Sections 90¢ each. Five-compartment Kleradesk illustrated below only $5.40. Write for free, instructive, illustrated folder, "*How to Get Greater Desk Efficiency.*"

Ross-Gould Company
483 N. 10th St., St. Louis

New York
Chicago

(4)

FINANCIAL DEPARTMENT

(Continued)

pocket. When a trolley wire is down, the trolleys stop running, and not only the passengers are inconvenienced but the trolley company loses a great many fares. When an accident happens to cause a railway train to be late, that costs the company money. When a power plant breaks down, revenue is lost until repairs can be made. No company is in business to incur losses, and defective service is expensive to any company.

Remember, therefore, that every company is doing the best it can, and that when anything happens to impair its efficiency the company suffers more than you. And where would our modern civilization be without railways, gas, electric light and power companies? We take them more or less for granted, but if they should all suddenly cease to operate practically every person in the country would feel the effects within twenty-four hours.

So when these companies ask a living wage for themselves don't begrudge it to them, any more than you would to yourself if you were a worker in a factory asking the same consideration. Ask yourself what you would do without these corporations, and the chances are that presently you will be working for them and not against them. Happily, this attitude is becoming increasingly prevalent and people are realizing more and more that a public service corporation must have earnings just as much as a horse must have food.

So it is with an individual and his savings. No man can expect a savings account to grow unless it is fed. No man can expect to own bonds and stocks unless he saves the money with which to purchase them. Riches don't grow on trees, but are the result of hard work, thrift, and self-sacrifice. There is no more tragic sight in the world than a person grown old, unfit any longer to earn a living, and dependent upon the charity of relatives. On the other hand, there is no more satisfactory feeling than the knowledge that you have saved a competence to shield you from the ever-present wolf at the door. Wasn't it Mr. Micawber who said that a man with an income of four pounds a week who spent the four pounds was sure to end up a pauper, but if he spent three pounds nineteen shillings and regularly saved the other shilling that meant independence? And there is truth in what he said. Regular saving is what always counts in the long run, and even if the amount is not large enough ever to win riches for you, it unquestionably will mean at least a certain amount of independence. And independence is worth working for.

Saving is essential to all success. This applies just as much to a corporation as it does to an individual, for the rainy days come to both. So remember that if you yourself must earn a certain amount to enable you to take proper care of yourself and put something by for the rainy day the same thing applies to big business enterprises as well. It is impossible to get milk out of a stone

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Tours and Travel

CONDUCTED TRAVEL
to the
MEDITERRANEAN
Nile Cruises in Private Steamer

Also Round the World Tours

For details write
BUREAU OF UNIVERSITY TRAVEL
15 Boyd Street, Newton, Mass.

Three Fall Tours
to Paris, the Battlefields, Switzerland, and Italy in October

Italy's most perfect month—of the vintage—when the heat has passed. Leaving N. Y. Sept. 16-30; *returning from Naples in Nov.* The first party, leaving Sept. 16, being under the personal management of our President, Mr. Egerton R. Williams, author of "Hill Towns of Italy," "Plain Towns of Italy," etc., etc.

THE EGERTON R. WILLIAMS CO.
European Tours
220 Devonshire Street, Boston, Mass.

FREE TRIP TO EUROPE will be given an organizer of a small party. Established 1900. BABCOCK'S TOURS, 13 Halsey St., Brooklyn.

THE beauty, fascination, and mystery of the Orient lures visitors from all over the world to

JAPAN

The quaintest and most interesting of all countries. Come while the old age customs prevail. Write, *mentioning "Outlook" to*
JAPAN HOTEL ASSOCIATION
Care Traffic Dept.
IMPERIAL GOVERNMENT RAILWAYS
TOKYO
for full information
Rates for a single room without bath and with 3 meals, $5-6 *in cities and popular resorts*, $4-5 *in the country*

Hotels and Resorts

CANADA

CANADA'S WILDS
Northern Ontario
Timagami Wabi Kon Camp Lake Timagami *Ontario, Canada*
The unspoiled country—A Camp with every comfort in the heart of **four million acres** virgin forest—**1,502 lakes. Wonderful fishing.** Guides, Boats, Canoes and Launches. Bathing, Tramping. One night from Toronto. Excellent table. **Write for booklets.**
MISS G. ORR, Timagami P. O., Northern Ontario, Can.

CONNECTICUT

The Wayside Inn
NEW MILFORD, Litchfield Co., Conn.
In the foothills of the Berkshires. Open all the year. An ideal place for your summer's rest. 2 hours from New York. Write for booklet.
Mrs. J. E. CASTLE, Proprietor

MAINE

THE BEECHES
PARIS HILL, MAINE. A quiet, restful place to spend the summer. 22 miles from Poland. Same White Mountain scenery. Country club in village ½ mile distant.

YORK CAMPS LOON LAKE, MAINE. J. Lewis York, Prop. Famous Rangeley region heart of mountains facing lake. Log cabins, baths, open fires, central dining-room. Garage, golf near by, boating, bathing, fishing. Fresh vegetables, eggs, poultry, milk. Booklet.

CAMP AIMHI
North Windham, Maine
Bathing, Boating, Canoeing, Fishing, Tennis
Aimhi Family Camp—situated among the pines on the shore of Little Sebago Lake, Me.—offers a natural, healthy, out-of-door life in the midst of an environment which is ideal for rest and recreation. M. L. HODGSON, Mgr.

Hotels and Resorts

MASSACHUSETTS

MARBLEHEAD, MASS.
The Leslie
A quiet, cosy little house by the sea. Now open. Private baths. Descriptive booklet. *18th season.*

Rock Ridge Hall
WELLESLEY HILLS, MASS. (Near Boston)
Fine location. Hot and cold running water in nearly all bedrooms. Some private baths. Many comfortably furnished rooms *for general use.* Large, breezy, screened piazza. Cool fern room. "Crow's nest" outlook. Pleasant forest walks and country drives. Tennis. Cream, berries, fruit, eggs, chickens. $15, $18, $21, $25 a week. Tel. Wellesley 71342.

NEW HAMPSHIRE

BEMIS CAMPS
Overlooking KIMBALL LAKE near the White Mountains
The place you've always wanted to know about, where you could rest and enjoy yourself—boating, bathing, fishing, tennis, horseback riding, mountain climbing, nights around the camp-fire. Private cabins. Address H. C. BEMIS, South Chatham, N. H.

NEW YORK CITY

While in New York
For a quiet, comfortable, homelike place in which to stay—
Single rooms, use of bath, $1.50 & $2
Suite, parlor, bedroom and bath, for 2, $4 & $5 daily
Parlor, 2 bedrooms and bath, 4 or 5 persons, $6 & $7 daily
SPECIAL ARRANGEMENTS FOR AUTOMOBILE PARTIES
HOTEL GLENDENING
202 West 103d St., New York City
Few steps only from Broadway Subway Sta.

HOTEL JUDSON 53 Washington Square
adjoining Judson Memorial Church. Rooms with and without bath. Rates $3.50 per day, including meals. Special rates for two weeks or more. Location very central. Convenient *to all elevated and street car lines.*

Hotel Hargrave
West 72d St., through to 71st St., New York
300 rooms, each with bath. Absolutely fireproof. One block to 72d St. entrance of Central Park. *Comfort and* refinement combined with moderate rates. Send for illustrated booklet J.

NEW YORK

Adirondacks Interbrook Lodge and Cottages
Keene Valley, N. Y. Season June 1-October 1. Very heart of highest peaks. Rooms available only for September. Rates $18 and $20. Illustrated booklet. M. E. LUCK, Prop.

FENTON HOUSE Adirondacks 18 Cottages
Altitude 1,571 ft. A noted place for health and rest. Write for folder and particulars.
C. FENTON PARKER, Number Four, N. Y.

RHODE ISLAND

THORNDYKE HOTEL
JAMESTOWN
OPPOSITE NEWPORT, R. I.
On the Shore of Narragansett Bay
Several nicely furnished summer cottages, all modern improvements. Rents reasonable. Booklets.

VERMONT

CHESTER, Vt. "The Maples." Delightful summer home. Cheerful, large, airy rooms, pure water, bath, hot and cold; broad piazza, croquet, fine roads. Terms reasonable. Refs. exchanged. The MISSES SARGEANT.

BOARD AND ROOMS

UNUSUAL opportunity to week end at an artistic tea house on the north shore of Long Island. Highest references given and required. 1,858, Outlook.

Health Resorts

Sanford Hall, est. 1841
Private Hospital
For Mental and Nervous Diseases
Comfortable, homelike surroundings; modern methods of treatment; competent nurses. 15 acres of lawn, park, flower and vegetable gardens. Food the best. *Write for booklet.*
Sanford Hall Flushing New York

Sanatorium in the **Berkshires.** Delightfully located, spacious grounds, rooms large and airy. Modern improvements; ideal for rest and relaxation; particular attention paid to diets. THE TERRACES, Hinsdale, Mass.

Country Board

Board in Private Family Exceptional opportunity. Large handsome house, every convenience, 2 acres of lawn and shrubery, spacious porch, high altitude, combining sea and mountain air, easy commuting distance to New York. Suite of 2 large, airy bedrooms, front sitting-room and bath. Family of four—$100. Other rooms singly, near bath rooms, from $20 to $45. Address RICHARDS, 132 Boulevard, Summit, N. J. Phone 67 M.

Morristown, N. J. Quiet, restful home life for a few guests in beautiful residential park near station. Excellent cuisine. Moderate rates. 7,929, Outlook.

Real Estate

CONNECTICUT

HALF PRICE A BEAUTIFUL SUMMER **HOME.** Cost $60,000. Easy terms. For particulars, address Box 238, Guilford, Conn.

Precipices, Nature's convulsions, 80 acres, elevated, remarkable views. Suitable magnificent estate. Excellent roads. Near delightful old village. Particulars. Sage, Woodbury, Ct.

FLORIDA

Florida Estate for Sale Ideally situated on Sewall's Point, east coast Florida, 39 miles north of Palm Beach. Property consists of 10 acres highly developed. Oranges, grapefruit, pineapples, etc. Wonderful gardens. Main house has six master's bedrooms, five baths, besides servants' quarters. Boathouse, garage, gardener's house, etc. House completely furnished. Fine fishing and bathing. Inquire LAWRENCE M. VILES, Railway Exchange Building, Chicago.

Sarasota, Fla. For Rent, Winter Season 1922-23
Attractively furnished cottage facing beautiful Sarasota Bay. 8 rooms, 3 baths, all conveniences. Also furnished apartment, 6 rooms. E. POPE, 1116 Century Bldg., Chicago.

MASSACHUSETTS

FOR SALE Unusual opportunity—long and well-established fully equipped tea-room. Splendid opportunity for two friends. Address 7,947, Outlook.

FOR RENT Amherst, Mass. ONE YEAR
Furnished. Delightful house, fine location, 12 rooms, 2 baths, Garage. 7,971, Outlook.

DANVERS, MASS. I OFFER FOR SALE a beautiful estate in this fine residential town, 20 miles from Boston and near the famous North Shore. Very attractive house of 12 rooms with every modern convenience; stable with caretaker's rooms, garage, fruit and shade trees. Fine location; near R.R. stations, electric cars, stores, schools, churches, and public buildings. Price $15,000. Full particulars and photographs upon application.
Walter Newhall, 221 Essex St., Salem, Mass.

NEW YORK

Lake Champlain
Executor's Sale
Over thirty acres recently subdivided. Modern bungalow built for year round occupancy; also well-arranged summer camp, and several 100 ft. lake frontage lots, 300 ft. deep. Held by private party many years; pine growth; ideal location, beautiful view of lake and mountains; secluded but available to all supplies and near State Road. The most desirable location on the lake now on the market. Property of this grade rarely available for purchase. Apply JOHN B. CLEMENTS, Westport, N. Y., agent for executor.

Real Estate

NEW YORK

Fordway Camps—Auger Lake
Spend your autumn vacation in a hardwood forest in the Adirondack foothills. New 4-room furnished bungalows. Hunting, fishing, tramping. $20 per week, including firewood and use of rowboat. Mace & Nicolls, Keeseville, N. Y.

BOYS' CAMP FOR SALE
Long lease on property and a reasonable price for equipment of one of the finest boys' camp sites in the country. Nearly two miles of lake shore bordering Adirondacks; woods, convenient to trains, excellent bathing and fishing and some exceptional equipment. 7,977, Outlook.

VERMONT

Small Vermont Farm
For Sale on Easy Terms
60-acre farm, barns, dairy fully equipped. Well-tilled fields. Crops growing. House of seven rooms, picturesquely situated overlooking three States. Address P. O. Box 3, West Brattleboro, Vermont.

SUMMER HOME FOR SALE (farmhouse), furnished in camp style. 14 acres good land, Southern Vermont, beautiful mountain region, bathing brook, berries in abundance. Railroad 8 miles, auto bus; village 2 miles. Good neighbors; supplies near by. Owner on property during August. Mr. R. CALLENDER, W. Wardsboro, Vt.

BOOKS, MAGAZINES MANUSCRIPTS

STORIES, POEMS, ESSAYS, PLAYS WANTED. We teach you how to write; where and when to sell. Publication of your work guaranteed by new method. Walhamore Institute, Dept. J, Lafayette Building, Philadelphia, Pa.

BOOK MANUSCRIPTS WANTED! Any subject, immediate reading and report. *Dorrance, Publishers, 308 Walnut St., Philadelphia.*

BUSINESS OPPORTUNITIES

SAFE 8% FIRST MORTGAGE INCOME CERTIFICATES additionally secured, tax exempted, quarterly payments. Permanent or reconvertible. Ask circulars. Home Building & Loan Co., Jacksonville, Fla.

COOKING for PROFIT. Earn handsome income; home cooked food, catering, tea room, etc. Correspondence course. Am. *School Home Economics, Chicago.*

EMPLOYMENT AGENCIES

DIETITIANS, cafeteria managers, governesses, matrons, housekeepers, superintendents. Miss Richards, Providence, R. I. Box 5 East Side.

WANTED—Competent teachers for public *and private schools. Calls coming every day.* Send for circulars. Albany Teachers' Agency, Albany, N. Y.

TEACHERS wanted for public and private schools, colleges, and universities. Education Service, Steger Building, Chicago.

DIRECTORY for secretaries and social workers. Miss Richards, Providence, R. I. Box 5 East Side. Boston office.

STATIONERY

UNUSUALLY desirable stationery for any *type of correspondence. 200 sheets high* grade note paper and 100 envelopes printed with your name and address postpaid $1.50. Samples on request. You can buy cheaper stationery, but do you want to? Lewis, 284 Second Ave., Troy, N. Y.

100 name cards, 50c. 100 business cards, 65c. Burnett Print Shop, Box 145, Ashland, Ohio.

HELP WANTED

Business Situations

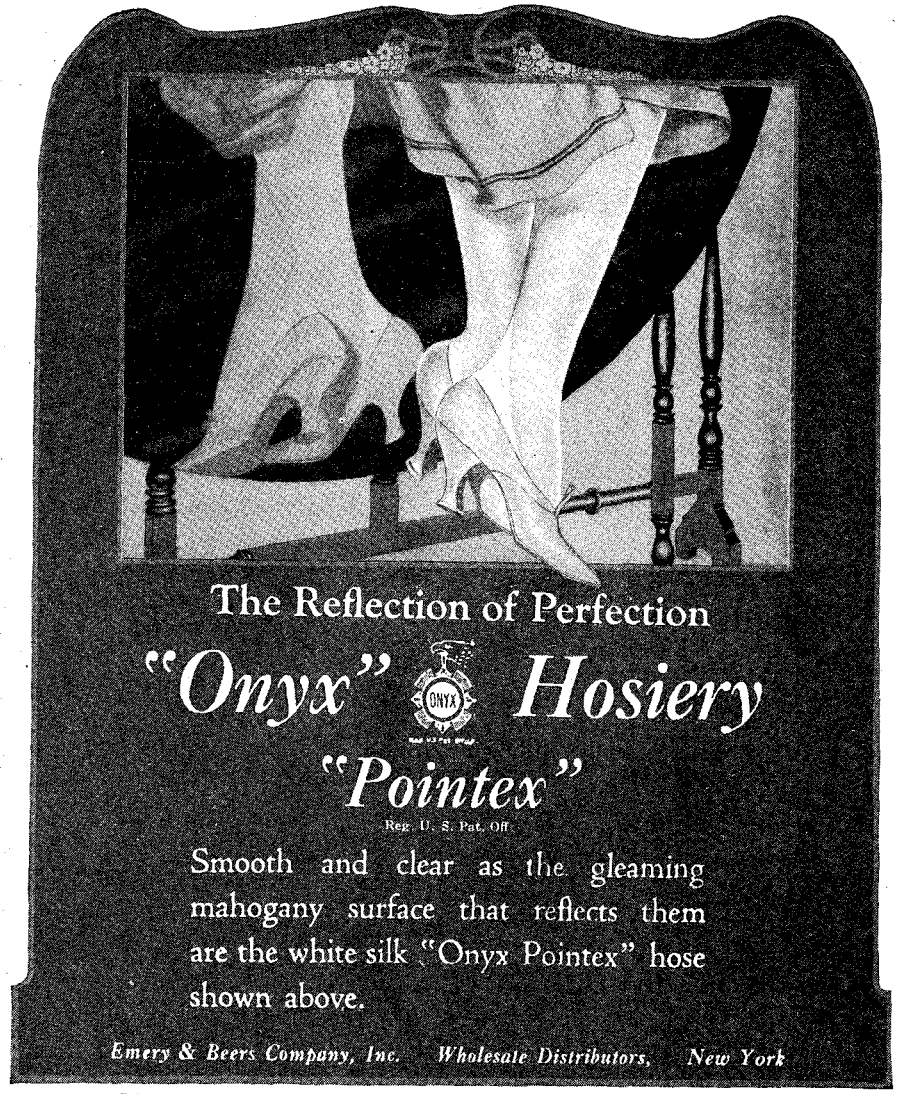
EARN $110 to $250 monthly, expenses paid, as Railway Traffic Inspector. Position guaranteed after 3 months' spare-time study or money refunded. Excellent opportunities. Write for Free Booklet CM-27. Standard Business Training Institute, Buffalo, N. Y.

Companions and Domestic Helpers

MANAGING housekeeper for two gentlemen, *father and son. Must be experienced* and capable. References required. J. R. Copeland, Parnassus, Pa.

WANTED—Useful companion and household assistant. Education and refinement more necessary than experience. 1,861, Outlook.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED


The Reflection of Perfection
"Onyx" Hosiery
"Pointex"
Reg. U. S. Pat. Off.
Smooth and clear as the gleaming mahogany surface that reflects them are the white silk "Onyx Pointex" hose shown above.
Emery & Beers Company, Inc. Wholesale Distributors, New York

HELP WANTED

Teachers and Governesses

WANTED — Teaching governess. Usual subjects, music, and handwork. Children under eleven. Must be person of culture, experience, and ability. Country position. 1,855, Outlook.

SITUATIONS WANTED

Professional Situations

ENGAGED minister wants community church field. Mountain West preferred. 1,812, Outlook.

WANTED, by woman, university graduate, position as dean or adviser in small college where broad teaching experience, executive ability, sincerity of purpose, count. 1,852, Outlook.

Business Situations

MARRIED man, age 29, now a manufacturing executive, desires employment which will keep him out of doors. 1,806, Outlook.

POSITION wanted as director of young people's work. Vassar graduate. Experience. 1,830, Outlook.

SECRETARY—College graduate, six years' experience in stenography, bookkeeping, and correspondence. Salary $2,000. 1,834, Outlook.

EXECUTIVE — Capable young woman, publicity experience, successful campaign work, desires interesting high grade position, preferably in Philadelphia or New York. 1,837, Outlook.

SIMMONS College graduate of the institutional management course desires position as dietitian or tea-room manager, in or near New York or Boston. 1,847, Outlook.

WANTED, by young lady with college education and experience, position as secretary in private home, school, or institution in New York City. Address Box 239, Great Barrington, Mass.

COLLEGE man, 37, married, 8 years private school teacher, 4 years social worker in France, 2 years of business, seeks opportunity where proven ability to deal with French people and desire to further international understanding may be of value. 1,856, Outlook.

SUCCESSFUL, experienced young woman, campaign, publicity, writer, public speaker, newspaper work, desires posit on in New York. Best references. 1,857, Outlook.

Companions and Domestic Helpers

WOMAN—Experienced, refined, educated, desires position as companion to elderly lady, or governess. Excellent references. Mrs. Venable, 1 Lane Seminary Pl. W. H., Cincinnati, O.

SITUATIONS WANTED

Companions and Domestic Helpers

LADY wishes position (on or after September 20) as companion or housekeeper. Refined, capable, and experienced. 1,844, Outlook.

NURSE, capable, refined, companionable, for invalid. Can go anywhere. Physician's reference. 1,845, Outlook.

POSITION as companion, managing housekeeper, or care of invalid or elderly woman, by refined, educated woman. Excellent references. 1,849, Outlook.

WOMAN of culture as companion to woman (not invalid) or child (preferably mother less). References exchanged. 1,853, Outlook.

LADY, 28, as personal maid or companion. References. Address H. E. R., 1801 S. Main St., Elkhart, Ind.

VIRGINIA lady, cultured, experienced, and good traveler, desires position of trust; companion to elderly lady or chaperon to young girl. Highest references given and required. 1,859, Outlook.

REFINED, educated woman desires engagement as housekeeper, housemother in school; would manage gentleman's home and children. Capable of taking full charge. References. 1,862, Outlook.

Teachers and Governesses

TUTOR — An experienced tutor wants pupils for summer in elementary or high school subjects. Address Box 54, R. F. D. 2, Farmingdale, N. J., or phone Farmingdale 38 F 5.

COLLEGE professor, university graduate, North American, desires post immediately to teach English in Latin-American university or college. Moderate salary. Speaks Spanish and French. 1,860, Outlook.

MISCELLANEOUS

TO young women desiring training in the care of obstetrical patients a very thorough nurses' aid course of six months is offered by the Lying-In Hospital, 307 Second Ave., New York. Monthly allowance and full maintenance is furnished. For further information address Directress of Nurses.

MISS Guthman, New York shopper, will shop for you, services free. No samples. References. 309 West 99th St.

BOOKKEEPING in a week. Dukes, 1857c Walton Ave., New York.

ELIMINATION, the keynote of health. Food, not medicine, secures results. "Long Life Cook Book," 2d edition, 25 cents. 78 Center St., New Haven, Conn.

BY THE WAY

THE American Automobile Associati offered a prize of $25 for the bes new word descriptive of the reckless aut driver. The word which won the priz was "flivverboob." The word seems t us descriptive so far as it goes, but no all the people to whom it is meant apply drive flivvers.

The phone family has a new member fathered by the Bureau of Mines. It the geophone. It is developed from a instrument used in the World War t detect earth and rock sounds made i the construction of military mines an tunnels. In peace it is applied, among many things, to the saving of the lives of miners entombed as a result of fires and explosions. By the use of this in strument it is possible to locate the approximate position of an entombe miner through many feet of earth an rock. The new instrument can also b used to detect the location of leaks in water mains.

The ways of the swindler are manifold and the Post Office Department is kept busy preventing the misuse of the mails One colored gentleman recently offered to sell for $10 the "Keys to the Kingdom." Instead of a free pass to heaven all his many dupes received for their money was a printed pamphlet contain ing a jumble of absolutely unintelligible verbosity. The swindler, on being caught, swore to reform, but not long after was caught again at the same game.

The Kansas City "Star" tells us th the Missouri Highway Commission lai out the main road between Kansas City and St. Louis in a line which touches but does not pass through the centers of population. The rapid growth of automobile traffic forced the adoption of this plan. The time may come when towns will be as glad to get through automobile roads away from their main streets as they are now to effect the removal of railway tracks at grade.

The Portland "Oregonian" reports that Jackie Coogan, the side-partner of Charlie Chaplin, has in his eighth year earned $1,000,000. It is not surprising that the "Oregonian" finds cause to wonder in the fact that a boy who might, in the progress of normal boyhood, be catching his first bullhead has already smiled his way into the millionaire class. Jackie Coogan has apparently found a treasure beyond even the dreams of Huck Finn.

Dr. Charles Park, although a lover of Latin, told at a recent gathering of the protest of a Brown University sophomore against study of the dead languages. The sophomore, according to Dr. Park, pasted the following lines "To the Dead" on the University bulletin board:

All are dead who spoke it.
All are dead who wrote it.
All are dead who learned it.
Blessed death! They earned it!

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED